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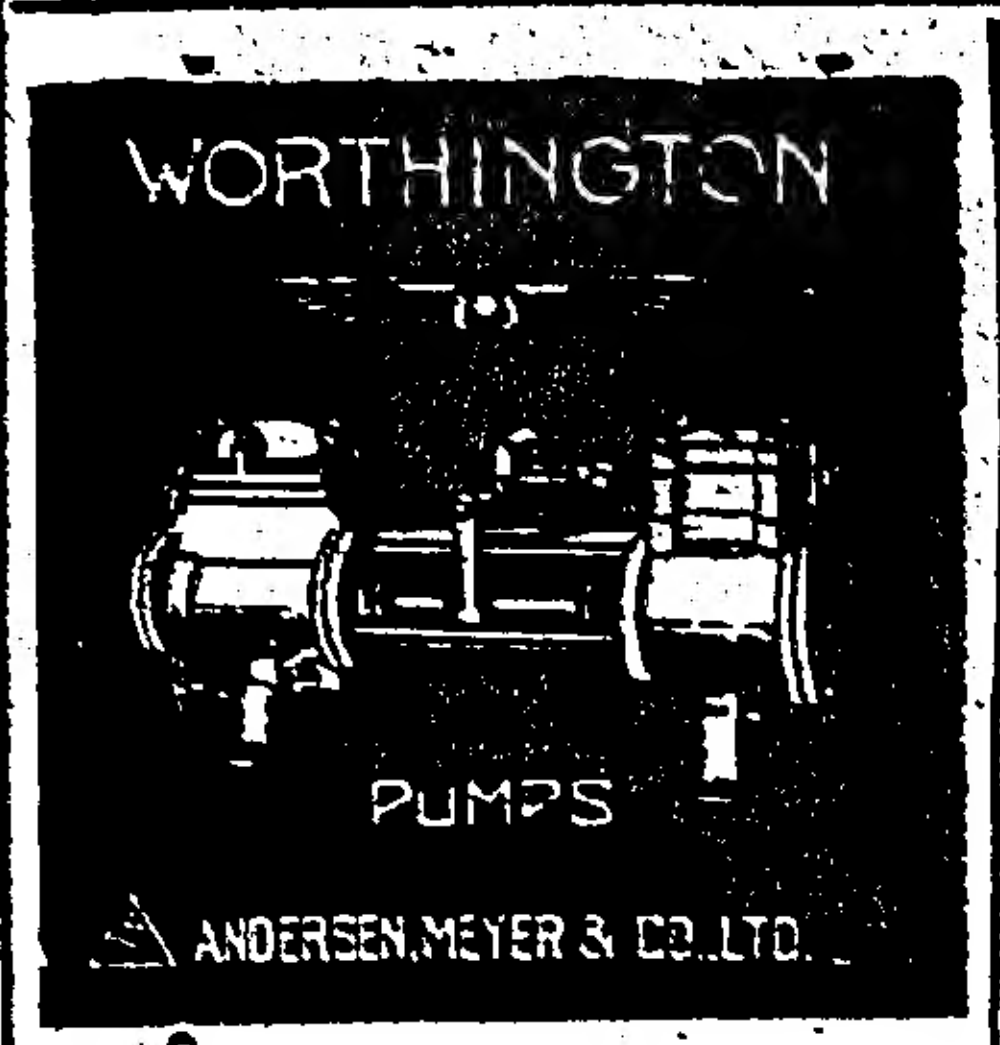
五拜禮

號四廿月式英港

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THE IRISH TREATY.

Misgivings over the Ardfeis Compromise.

(Reuter's Service.)

London, February 23.

The bargain approved by the Ardfeis yesterday is regarded as indicating numerous formidable difficulties for the Provisional Government—not healing the split in the Sinn Féin ranks, but merely checking its development pending the decisive battle of the polls.

Mr. de Valera, by postponement of the election, scored an important point, while Mr. Griffith and Mr. Collins secured temporary freedom from the danger of a snap vote in Dublin where their majority is precarious, also from the threat of mutinous sections of the republican army.

The future is regarded both in Dublin and in London with misgivings, as a prolongation of the existing uncertainty may have disastrous consequences.

Delegates Invited to London to Discuss Whole Position.

Later.
In the House of Commons, asked whether the Government intended to proceed with the Irish Free State Bill in view of the Ardfeis decision, Mr. Churchill said that the Irish signatories to the Treaty had been invited to London for an early conference on the whole situation.

Mr. Chamberlain said that the Government did not propose to take the Irish Treaty Bill on Monday. Asked whether it was intended to proceed with the Bill at all, Mr. Chamberlain declined to make a further statement before seeing the signatories.

Inquiry into the Clones Shooting.

Mr. Churchill announced that, with the concurrence of both the Irish Governments, Mr. Justice Mac Carthy has been appointed to conduct an enquiry into the Clones shooting on the 12th inst. He hoped the enquiry would begin early next week.

FRENCH NAVAL OFFICER'S ARTICLE ON SUBMARINISM.

Mr. Balfour's Explanation.

London, February 23.

The much-discussed question of Lord Lee's alleged misquotation at the Washington Conference of an article by the French naval officer Capt. Castex on the subject of submarine warfare, semi-officially published in France, was brought up in the House of Commons.

Mr. Balfour, who regretted that the article had not been permitted to fall into oblivion, said that Capt. Castex's statement did not commit the French Government, but it was impossible to ignore the views of a high officer, who approved of submarine warfare being directed to the destruction without warning of merchantmen, with their crews, passengers, and cargo. It was such operations, which Capt. Castex proudly claimed were originally devised by French ingenuity, that the Governments of France, Italy, Japan, the United States, and the British Empire at Washington unanimously declared grossly immoral and pronounced the perpetrators liable to punishment as pirates (cheers).

THE CHINA TEA TRADE.

Effect of Britain's Differential Duty.

London, February 23.

The Chancellor of the Exchequer was faced with a long question in the House of Commons by Mr. Forster implying that the differential tea duty has ceased to have value, even from the viewpoint of revenue, and suggesting that the duty has gone far to ruin the China tea trade with Britain, thereby impeding the export of manufactured goods to China and asking whether the Indian and Ceylon Tea Associations have any objection to the removal of the differential rate.

Sir Robert Horne replied quoting the revenue from China tea during the past three years as £221,000, £179,000, and £238,000 respectively. He declared that he had not been informed regarding the ruinous effect of the duty, nor regarding the attitude of the Associations mentioned.

DEATH OF GERMAN COMMERCIAL MAGNATE.

An Echo of the "Panther" Incident.

Berlin, February 23.

The death has occurred of Herr Reinhard Mannesmann, head of the Mannesmann Tube Works, whose activities in obtaining mining concessions in Morocco in 1910 were one of the causes of the Franco-German trouble culminating in the Agadir incident.

[On the occasion referred to Germany despatched a gunboat, the "Panther," to Agadir by way of coercing France. Mr. Lloyd George made a strong speech at the Mansion House, and Germany, with much resentment, receded from the position she had taken up.]

THE GOVERNMENT'S RETRENCHMENT POLICY.

War Minister's Alternative to Geddes Proposal.

London, February 23.

In a speech at Chorley, Sir Worthington Evans (Minister for War) foreshadowed a reduction of the Army by 33,000 officers and men, involving the disbandment of twenty-four battalions of Infantry and forty-seven batteries of Artillery and the equivalent of five Cavalry regiments, with corresponding reductions in the higher staffs and ancillary services, representing an economy of £16,500,000 compared with the Geddes Committee's recommendation of £20,000,000.

THE FOUR-POWER PACT.

Senate's Reservation.

Washington, February 23.

After conferring with the President, Senator Lodge submitted the Foreign Relations Committee's reservation to the four-power pact. It is understood to provide that nothing in the Treaty should be construed as committing the United States to exercise armed force without the Senate's consent.

The debate, which revealed both Republican and Democratic opposition, was adjourned till to-morrow.

INDEMNITIES FROM GERMANY.

Britain Had Not Yet Received a Penny.

(Reuter's Service.)

London, February 23.

In the House of Commons, in answer to questions, Sir Robert Horne stated that Britain had not yet received a penny of indemnity from Germany. On the other hand, the cost of occupation of over a milliard gold marks had been repaid to the extent of 970 million.

French Disappointment.

Paris, February 23.

Disappointment at Germany's default over the indemnity payments, on which France counted to balance the forthcoming budget, was freely voiced in the Chamber when, debating a special Vote of 13 1/2 milliard francs subsequently chargeable to Germany, the Minister of Finance explained that the sum would have to be secured by means of fresh loans. He regretted that Britain was more occupied with the resumption of trade than with reparations.

M. Poincaré outlined the difficulties of seizing German securities held abroad, owing to the involvement of neutral countries where the securities have been placed.

The Vote was carried.

BANQUE INDUSTRIELLE'S GENERAL MANAGER ARRESTED.

Paris, February 23.

M. Pernotte, general manager of the Banque Industrielle de Chine, has been arrested and conveyed to Santé prison.

The Charge Against M. Pernotte.

M. Pernotte has been arrested in connection with a charge made by the Paris engineer to the Seine Tribunal regarding operations in which M. Pernotte was concerned in connection with the issue last year of shares in the Chemical Products Company, the whole of which were taken up by the Banque Industrielle. The shares once rose to 450 per cent. premium, but subsequently relapsed.

OVERLAPPING TAXATION.

L. O. N. Appoints a Committee.

London, February 23.

The Financial and Economic Committee of the League of Nations discussed the problem of double taxation and appointed a sub-committee consisting of Sir Josiah Stamp (Britain), Messrs. Seligman (America), Finanzi (Italy), and Bruins (Holland) to examine overlapping taxation systems in the different countries.

BIG AMERICAN STOCKBROKING FAILURE.

Former High Government Official Involved.

New York, February 23.

Federal receivers in bankruptcy have been appointed for the stockbroking firm of Karpis, Burke and Co., whose liabilities amount to \$1,500,000 against assets of \$150,000.

Mr. Burke was formerly Treasurer of the United States and twice Governor of North Dakota.

FURTHER CHARGES AGAINST TEX RICKARD.

Bail Increased.

New York, February 23.

Tex Rickard (the boxing promoter, who stands charged with an offence against a young girl) has been further indicted on a charge of abducting two girls, whose case led to the original arrest. Bail has been increased to \$25,000.

BIG U.S. TRADE-UNION COMBINE.

Resisting Wage Reductions.

Chicago, February 23.

A conference of representatives of two million coalminers, railwaymen, and longshoremen agreed to combine the forces of their seventeen unions with a view to effectively protecting union workers in wage struggles.

ITALY'S POLITICAL DEADLOCK.

General Conference to be Postponed.

London, February 23.

The protracted political deadlock in Italy makes a postponement of the Genoa Conference certain. Signors Denicola, Bonomi and Orlando have successively declined to form a Cabinet.

SIR ERIC GEDDES RESIGNS FROM PARLIAMENT.

London, February 23.

Sir Eric Geddes has applied for the Chiltern Hundreds. [At the General Election, Sir Eric was elected for Cambridge against a Labour opponent by an overwhelming majority. His resignation was foreshadowed some time ago, when he resumed connection with commerce.]

GERMAN COMMERCIAL MISSION TO RUSSIA.

Berlin, February 23.

The League of German Industrialists has elected twelve of its most prominent members as delegates of the German commercial mission which is going to Moscow to study conditions in Russia.

GERMAN PATENTS IN AMERICA.

Washington, February 23.

The Senate has passed a resolution authorising President Harding to revive the German Patents Treaty.

CHALLENGES FOR THE DAVIS CUP.

New York, February 23.

France, Czechoslovakia, and Italy have challenged for the Davis Cup.

(Other Early and Special Telegrams on Page 2.)

PRAYA SENSATION.

WELL-KNOWN COMPRADORE ASSASSINATED.

AN ECHO OF THE STRIKE.

Ship's Cook Arrested.

A sensation was caused on the Praya, opposite the building being erected for the reception of the Prince of Wales, just after 12 o'clock this morning when the acting manager of Messrs. Jack & Tai, the well-known firm of ships' compradores, was shot at and murdered. His alleged assailant has been arrested, and is now being held by the police.

It appears that Mr. Leung Yuk-tong—to give the deceased man's full name—was riding in his firm's private ricksha from his own office to Messrs. Butterfield and Swire. Just as the ricksha was passing the hoarding which now surrounds the site of Murray Pier (under reconstruction) a man, who was walking in the roadway, was seen to draw a revolver and fire point blank at the occupant of the ricksha. Mr. Leung immediately collapsed and the man who fired the shot made to get away.

He ran through Statue Square in the direction of the Hongkong and Shanghai Banking Corporation, followed by workmen who were engaged on the construction of the Prince's pavilion. It is said that the revolver was thrown away near the Bank premises. At any rate, the fugitive was actually caught nearby and handed over to the police.

The captured man is a cook, formerly employed on board the s.s. Kwangchow.

Mr. Leung was by this time lying prostrate on the Praya.

Inspector Grant, who happened to be almost on the spot, at once rendered first aid, but the fortunate arrival of Dr. Black, who was passing along the Praya in his motor car at the time, placed the victim in professional hands. The first examination did not reveal that the bullet had actually struck the victim, and it was thought that severe shock had rendered him unconscious.

A police ambulance had already been telephoned for and was quickly on the spot. The unconscious man was at once conveyed to the Government Civil Hospital, with Dr. Black and others in attendance, but before the institution was reached the man had died. It was later discovered that the deceased had received a bullet wound in the small of the back. The body was subsequently conveyed to the public mortuary.

The deceased compradore was 39 years of age and had been connected with his firm ever since it was founded, about 20 years ago. During the strike he had been connected with the engagement of seamen in the north, and it is said, he had previously been warned to have nothing to do with such matters.

The affair has created a great sensation in town, and deep sympathy is expressed for the deceased's firm and relatives.

Detective Inspector Grant is in charge of the case against the arrested man.

THE STRIKE.

Important Meetings To-day.

TUNG WAH COMMITTEE THROWN OVER.

As we briefly indicated yesterday, the seamen's delegates returned to Hongkong by the mid-day train bringing with them a rejection of the Government's latest proposals and also fresh demands. This is at least the third or fourth time that delegates have left Hongkong with proposals and consulted their leaders and companions in Canton only to return with fresh suggestions.

The Strike's History.

In view of the many proposals and counter proposals which have been made it would appear opportune if we gave, for the benefit of our readers, a brief resume of the position as it stands to-day and the most important steps which have led thereto.

Six weeks ago to-day the seamen went on strike because they had failed to secure from the owners a reply to their previous letters asking for certain increases of pay. A proclamation by the Secretary for Chinese Affairs asked the men to return to work pending arbitration but they refused without first having some counter offer by the owners. On January 17th, the owners drew up a scale of increases they were prepared to grant at once and also offered to be parties to arbitration regarding the difference between their scale and the original scale of the seamen. The public then looked for an end of the strike but it did not come, the seamen rejecting the offer, and the owners subsequently withdrawing it. The men also made counter-proposals, slightly decreasing their original demands, but they subsequently withdrew this also. For days nothing in the way of a development took place until, on January 27th, the men made another proposal, suggesting certain increases and arbitration. Nothing happened, however, and immediately after Chinese New Year the cargo coolies came out on strike, the whole of the Colony's transport workers being eventually involved. Then it was that the Government issued a

warning to the Union leaders declaring the Union an unlawful society, raided its offices and closed it down. Later, the seamen's Union was raided, other workers being promised protection. Nothing in the way of a settlement transpired until February 16th, when a deputation of local men left for Canton, following which the British Consul General intimated that the seamen were prepared to return provided they could get their Union back. The owners' proposed scale of increases was then again offered and the names of a proposed Arbitration Board were published. Meetings then began to take place at the Tung Wah Hospital and later the Hongkong Government notified that the Union would be re-opened as soon as the men had gone back to work and that had given evidence of being lawful. All last week there was an air of optimism regarding an early settlement, but the men still asked for the Union back at once, meanwhile there were goings and comings to and from Canton on the part of delegates. On Monday there was only a small point of difference (regarding the opening of the Union) and delegates again left for Canton. The offer to the men then consisted of the immediate granting of the owners' scale of increases, arbitration on any remaining points and the Union to be given back as soon as work had been started.

At Canton on Wednesday night, however, a mass meeting of the men took place at which it was decided not to return to work until the Union had been re-instated and a complete settlement of the wages question had been effected. The men seem to object to the Government having anything to do with the strike negotiations, for it was stated at the Canton meeting that "the three terms in the Hongkong Government's offer as brought back by the four delegates of the Seamen's Union actually represents no sincere offer for a settlement and still indicates the use of the government's influence to effect a settlement."

To-day's Latest Position.

Many enquiries made this morning brought out the fact that the position had not changed. The Secretary for Chinese Affairs was due to meet the delegates

this afternoon, at which matters were again to be discussed. In the hope of something tangible resulting, a meeting of the shipowners was tentatively arranged to be held at five o'clock this afternoon, a representative of the Hongkong Telegraph being informed that the owners wished to waste no time in the event of a settlement being at all possible. Regarding the demands of the men for the re-instatement of the Union before work is resumed, we were unable to ascertain the Government's latest views on this and the public will have to wait the result of this afternoon's meeting before learning of any new developments.

Tung Wah Hospital Thrown Over.

We learn this afternoon that the Committee of the Tung Wah Hospital has received a letter from the seamen's delegates saying that whilst they wish to thank them for the part they have played as mediators in the strike negotiations, they do not wish to hold any further conversations with them, preferring to deal directly with the Hongkong Government through the Secretary for Chinese Affairs.

This is not interpreted as an very encouraging sign.

Harbour News.

The number of boats in the harbour had been decreased to 153 this morning. Among the boats to get away yesterday afternoon were the Empress of Japan (manned by northerners), the B. and I. vessel Jaous, which took a large number of emigrants to Singapore; the s.s. Hanoi, which cleared for Kwang Chow-wan; the s.s. Providence, which left for Dairen; the Taketoyo Maru for Muroran; the Sosbu Maru for Swatow; and the small Swedish ketch, the Fildra, which sailed for Singapore.

Among the arrivals is the s.s. Dacre Castle, which arrived from Philadelphia and Amoy, with a large cargo of case oil and gasoline.

(Continued on Page 7.)

News in To-day's New Advertisements.

"Sex" is the film feature at the World Theatre to-day.—Page 12. Messrs. Moxon & Taylor insert an announcement relative to the Beguist Mining Coy., P. I.—Page 4.

Sincere's have a Tennis Season Advertisement.—Page 3. "The Passion Flower" with Norma Talmadge leading is the big picture at the Coronet to-day.—Page 12.

At the Kowloon Theatre to-night "The House of Whispers" will be screened. There will be a Black and White dance next Tuesday at the same theatre.—Page 12.

As from 15th. March, the price of Dairy Farm ice and butter will be reduced.—Page 7. Watson's advertise their "E" Whisky on Page 6. Shaw's advertise everything for Tennis wear.—Page 7.

Volunteer Orders appear on Page 4. There will be no Dinner Dances at the Hongkong Hotel on Monday next.—Page 4.

The J.C.J.L. advise consignees of cargo per S.S. Sappora that all Hongkong cargo will be carried on to Shanghai.—Page 4. Messrs. Dodwell & Coy. notify consignees of cargo of the arrival in port of the s.s. Dacre Castle.—Page 4.

To-day's Exchange.

The closing rate of the dollar on demand to-day was 2s.5.1/16d.

The Weather.

2 p.m. Barometer—29.81. Temperature—68. Humidity—92.

Lighting-Up Time.

Lighting up to-day 6.24 p.m.

NOTICE

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Miss E. Uemura, 60, Maitland. Tele-
phone No. 105. English massage can be
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Certified masseuse by appointment, 2nd
Floor, 10, Queen's Road Central, Hongkong.
(next to Zealand House).

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COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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Hongkong.MARTIN'S
A PIOL & STEEL PILLSA French Remedy for all Irrregularities.
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in the first sign of any irregularity of
the System a timely dose may be ad-
ministered. Those who use them recom-
mend them, hence their enormous sale.
All Chemists and Grocers sell them
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to 2/6 in 10, 20, 30, 60, 120, 250, 500, 1000
boxes, 1/-, 2/-, 3/-, 4/-, 5/-, 6/-, 7/-, 8/-, 9/-, 10/-, 11/-, 12/-, 13/-, 14/-, 15/-, 16/-, 17/-, 18/-, 19/-, 20/-, 21/-, 22/-, 23/-, 24/-, 25/-, 26/-, 27/-, 28/-, 29/-, 30/-, 31/-, 32/-, 33/-, 34/-, 35/-, 36/-, 37/-, 38/-, 39/-, 40/-, 41/-, 42/-, 43/-, 44/-, 45/-, 46/-, 47/-, 48/-, 49/-, 50/-, 51/-, 52/-, 53/-, 54/-, 55/-, 56/-, 57/-, 58/-, 59/-, 60/-, 61/-, 62/-, 63/-, 64/-, 65/-, 66/-, 67/-, 68/-, 69/-, 70/-, 71/-, 72/-, 73/-, 74/-, 75/-, 76/-, 77/-, 78/-, 79/-, 80/-, 81/-, 82/-, 83/-, 84/-, 85/-, 86/-, 87/-, 88/-, 89/-, 90/-, 91/-, 92/-, 93/-, 94/-, 95/-, 96/-, 97/-, 98/-, 99/-, 100/-, 101/-, 102/-, 103/-, 104/-, 105/-, 106/-, 107/-, 108/-, 109/-, 110/-, 111/-, 112/-, 113/-, 114/-, 115/-, 116/-, 117/-, 118/-, 119/-, 120/-, 121/-, 122/-, 123/-, 124/-, 125/-, 126/-, 127/-, 128/-, 129/-, 130/-, 131/-, 132/-, 133/-, 134/-, 135/-, 136/-, 137/-, 138/-, 139/-, 140/-, 141/-, 142/-, 143/-, 144/-, 145/-, 146/-, 147/-, 148/-, 149/-, 150/-, 151/-, 152/-, 153/-, 154/-, 155/-, 156/-, 157/-, 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**SINO-RUSSIAN TALK
RE EASTERN RAILWAY.**

The Question of International
Finance.

The report of the alleged inter-national control of the Chinese Eastern Railway has caused a great sensation in Government circles here. While both the Chinese and Russian authorities are strongly opposed to the proposition, telegrams have poured in from various public organizations in the provinces expressing popular opposition to the project. Marshal Chang Tao-lin has also telegraphed to the Peking Government stating that the people in the Three Eastern Provinces are strongly against any attempt of the Powers to control the Railway and requesting the Government to make further efforts to secure the control of the line for China.

It is reported in this connection that in reply to a communication from Mr. Paikes, representative of Soviet Russia, requesting the resumption of negotiations regarding the Chinese Eastern Railway, the Wai-chaiou has informed the Russian delegate that it is willing to open discussions on the question.

THE C.E.R. RESOLUTION.

The resolution regarding the Chinese Eastern Railway which was brought up for discussion at a sub-committee meeting of the Washington Conference was to the following effect:

1.—The present conditions of the Chinese Eastern Railway are such as to make impossible any improvements with an introduction of foreign capital unless the whole management is placed upon a new financial basis. In view of that fact the existing committee system and the technical board should be replaced by a new system of financial control. For that purpose a Finance Committee shall be organized, on which the Powers interested will be represented by one member each, and that committee shall exercise the trusteeship over the Railway until a stable Government is established in Russia.

2.—As to the operation of the Railway, the Chinese Eastern Railway Administration will be charged with that part of the work, with a view to preventing interference with the work which the Railway Administration has been carrying on, but the Finance Committee shall have nothing to do with the technical operation of the Railway.

3.—In view of the importance of the railway guards and gendarmerie which will be in charge of the protection of the Railway properties and the life and property of the Railway employees, and of maintaining order in the Railway zone. In view of the fact that the Railway zone is within Chinese territory, the Chinese shall be entrusted with the organization of such railway guards and gendarmerie, but the payment for those railway guards and gendarmerie shall be made by the Finance Committee which is charged with the trusteeship over the Railway.

THE CHINESE DECLARATION.
Against the above resolution, the Chinese delegates made a declaration in the following sense:

The Chinese Eastern Railway was constructed by Russia for political purposes, and the Chinese Government borrowed from the Russo-Asiatic Bank the sum of five million kopecks to capitalize the Railway. The loan from the Bank has not yet been refunded by the Chinese Government. Meanwhile, the political disturbances in Russia have rendered it impossible for Russia to continue to run the Railway, and the Chinese Government has taken over the management of the line. China has no idea whatsoever to gain any unfair advantages by taking over the control of the line. With regard to the agreement of 1919 for joint control of the Railway, it has come to an end with the withdrawal of the Russian troops from the Railway zone.

Regarding the first clause of the resolution, the Chinese finds it very difficult to participate in the proposition in view of the present organization and operation of the Railway.

As to the organization of the railway guards and gendarmerie proposed in the third clause of the resolution, the Chinese Government is in doubt as to whether it is right to place those railway guards under the supervision of the Powers as it constitutes an act of interference with the sovereign

rights of China. In the agreement concluded with Russia in 1896, it is provided that China is held responsible for the maintenance of order in the Railway zone and for the safety of Railway properties and employees. The garrison of the Russian troops, therefore, does not constitute any precedent.

ASSISTANCE WELCOMED.

The Chinese Government wants to reserve the two points mentioned above in reference to the resolution proposed by the delegates of the Powers. At the same time, however, the Chinese Government is well aware of the fact that there are many improvements that have to be introduced in the management of the Railway, and any friendly assistance that may be offered by the Powers in this respect will be welcomed by China. The Chinese Government is ready to discuss any proposition with the Powers for the improvement of the Railway.

The sub-committee meeting in charge of the resolution forwarded to the Far Eastern Committee on January 23 the resolution together with the Chinese declaration, and the two documents were brought up for discussion at the twenty-fourth plenary session of the Far Eastern Committee, which decided to organize a special sub-committee, on which the Powers concerned will be represented by one member each, for the purpose of finding a point of compromise between the views of the Chinese delegates and the Allied representatives.

SINO-RUSSIAN NEGOTIATIONS.
In this connection it is worth mentioning that since the Sino-Russian negotiations were transferred to Peking conversations have been going on between Messrs. Liu Ching-jen and Chou Chuan-chin of the Wai-chaiou and Mr. Paikes, representative of Soviet Russia and Mr. Agareff, representative of the Far Eastern Republic, regarding the questions proposed by the Chinese Government.

It is reported as the result of those conversations that the Russian delegates have agreed to the following points:

1. With regard to the question of the protection of Chinese in Russian territory, the Russian delegates do not allow the Chinese to send their troops as that affects Russia's sovereignty, but they have agreed to pay more attention to the safety of the life and property of Chinese in Russia.

2. Regarding the compensation for the losses sustained by the Chinese residents on account of disturbances in Russia, the Russian delegates have agreed to institute a joint commission of Chinese and Russians to investigate the case. The Russians will pay indemnity for all Chinese properties that have been confiscated by the Russian Government, but they will not hold themselves responsible for the losses incurred by the Chinese in the disturbances.

3. The Russian delegates have consented to revise the regulations for the heavy taxes on Chinese goods imported into Russian territory.

4. About the redemption of the Chinese Eastern Railway the Russian representatives have

agreed to declare to the Powers that Russia will agree to China's redemption of the Railway on condition that the Powers will not interfere with the Railway.

5. The Russian delegates have consented to telegraph to their home Governments requesting them to deliver to the Chinese the rolling stocks on the Ussuri line.

6. Regarding the navigation of the Amur and Sungari rivers, the Russian representatives have agreed to a joint operation of Russians and Chinese.

7. The Russians have agreed to restore Mongolia to China as soon as a trade agreement is concluded between Russia and China.

The cancellation of all the old treaties concluded between Russia and China, the supply of food stuffs in relief of famine sufferers in Russia and other problems are now under discussion between the two parties.

**LYOYD'S REGISTER OF
SHIPPING.**

Election of Chairman.

The General Committee of Lloyd's Register of Shipping at their meeting last month, elected Mr. J. Herbert Scrutton as chairman, Sir Thomas J. Storey, K.B.E., as deputy chairman and treasurer, and Captain H. B. Hooper, R.N.M., as chairman of the sub-committees of classification of the society. Mr. Scrutton succeeds Sir John H. Luscombe as chairman, the latter gentleman having expressed a desire to retire from office at the end of 1921.

Mr. Scrutton, who is a partner in the old-established firm of Messrs. Scrutton, Sons and Co., which was founded by his grandfather, was chairman of the General Shipowners' Society for the year 1905-6, when he first took his seat on the committee of Lloyd's Register, on which he has since served continuously. He was vice-president of the Chamber of Shipping of the United Kingdom during the three strenuous years 1916 to 1918, and in that capacity rendered most valuable service to the Government and to British shipping. Mr. Scrutton would have been elected president of the Chamber at the end of his last year of office had his health at that time permitted.

It is a remarkable fact that during the 33 years since the society was reconstituted in 1934 there have only been seen chairmen, among whom may be mentioned the notable men—Mr. Thomas Chapman, F.R.S., F.S.A. (1835 to 1881); Sir John Glover (1889 to 1907); and Sir Thomas L. Devitt, Bart. (1909 to 1920). Mr. Scrutton brings to the very important office he has now been called upon to fill a remarkable experience of shipping affairs, and a high reputation for impartiality and sound judgment. There is no doubt that the high traditions which have gathered round the chair of Lloyd's Register will be maintained by the new occupant. Sir Thomas J. Storey, K.B.E., who has been chairman of the sub-committee of Classification since 1917, has been elected to succeed Mr. Scrutton as deputy chairman, and treasurer. Sir

Thomas occupied the position of underwriter to the British and Foreign Marine Insurance Company in London, until he retired on the 14th September 1914. After being trained at Lloyd's he went to Manchester to underwrite for the private syndicate of Messrs. Whitworth and Co., operating at both Liverpool and Manchester. This was in 1873. In 1879 he became the underwriter of the International Marine Company, which was just established and remained as underwriter until 1893, when the Company was acquired by the Union Marine Company. He then went to London to act as underwriter for the Urban Marine Company, but left that company in 1897 to take the underwriter's chair of the British and Foreign Company. It will be seen that Sir Thomas's career as underwriter covered a period of more than 40 years, so that he was the "doyen" of British underwriters. On his retirement from the position of underwriter he was elected a director of the British and Foreign Company, where he held a commanding position for many years. Captain H. B. Hooper, R.N.M., who has been elected to succeed Sir Thomas Storey as chairman of the sub-committee of Classification, is the vice-chairman of the General Steam Navigation Co., and first took his seat on the general committee of Lloyd's Register in 1918, ex-officio as chairman of the London General Shipowners' Society. Among other recent changes of the committee, it will be of interest to mention that Sir Alexander Kennedy of the Fairfield Shipbuilding and Engineering Co., and the Northumbrian Shipbuilding Co., and Mr. James Brown, C.B.E., of Scott's Shipbuilding and Engineering Co., have been elected to the general committee in place of Sir Alexander Grant, K.B.E., C.B.E., and Mr. James Denny, of whom we have heard so much in the past.

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GRILL ROOM.

The usual DINNER DANCE will NOT be held on MONDAY, February 27th. The DINING ROOM (Old Grill Room) will be used as GRILL ROOM on Monday, night and will be opened from 7 to 9.15 p.m.

HONGKONG JOCKEY CLUB.

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For Haiphong and Hoihow every alternate Tuesday. The favourite passenger steamer. FALMUT (Capt. Charles E. Page). Apply Thos. Cook and Sons or Po Hing Tai, 114, Wing Lok Street.

INSURANCE OFFICES.

Race Holidays.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, TUESDAY, WEDNESDAY and SATURDAY, February 20th, 21st, 22nd and 23rd, from 11.45 a.m. By Order.

LOWE, BINGHAM AND MATTHEWS, Secretaries.

FIRE INSURANCE ASSOCIATION OF HONGKONG. MARINE INSURANCE ASSOCIATION OF HONGKONG AND CANTON. Hongkong, 18th Feb. 1922.

HONGKONG VOLUNTEER DEFENCE CORPS.

Orders by Lieut-Colonel L. G. Bird, D.S.O. Administrative Commandant. Hongkong, Friday, 24th Feb.

1. Parades. Infantry Drill, Bayonet Fighting and Lewis Gun Instruction will take place on Monday, 27th February at Volunteer Headquarters, and Kowloon Docks on Friday, 3rd March, at 5.30 p.m. for TRAINED MEN and RECRUITS. Dress: Plain Clothes.

2. Field Day. A short Field Day will be held on Sunday, 5th March. Distance not exceeding 5 miles. Separate Orders will be issued later.

3. Musketry. Part 11 of the Annual Musketry Course will be fired by those members of the Artillery Company, Mounted Infantry Section and Nos. 1, 2, 5 and 6 Platoons who have not yet fired on Sunday, 26th February, at Stonecutters Range, commencing at 10 a.m.

4. Launch will leave Murray Pier at 9 a.m. Dress: Drill Order.

5. Machine Gun Section. Machine Gunners Instructional Parades will be held on Monday, 27th and Friday, 3rd March at Volunteer Headquarters, at 5.30 p.m.

6. Cadet Company. Parades. The Company will parade at Volunteer Headquarters on Monday, 27th inst, at 5.30 p.m. Dress: Drill Order.

E. B. YOUNG, Major, Administrative Commandant.

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT SATURDAY, FEBRUARY 25th, 1922.

at the THEATRE ROYAL at 9.15 p.m.

Ten Round Featherweight Contest A. B. Chadwick v. A. B. Hindle.

Ten Round Middleweight Contest O. S. Lewenden v. A. B. Duncan.

Ten Round Catchweight Contest St. P. O. Morgan v. Chief P. O. Callaghan.

And three six round contests.

Booking at Moutrie's. Members MONDAY, and TUESDAY, February 20th and 21st. General Public WEDNESDAY, 22nd to SATURDAY, 25th. USUAL PRICES.

OPEN NOVICES COMPETITION FRIDAY, and SATURDAY, MARCH 31st and APRIL 1st, at the THEATRE ROYAL.

Full particulars will be sent to all units of Army and Navy and Police. Others please apply to Hon. Secretary c/o Johnson, Stokes and Master.

NO ENTRANCE FEE.

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be closed on Monday 20th, Tuesday 21st, Wednesday 22nd and Saturday 25th inst.

By order of the Committee. P. TESTER, Secretary. Hongkong, 16th Feb. 1922.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Final Dividend declared for the year ending 31st December 1921, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling per Old Share and Two Pounds Five Shillings Sterling together with a Bonus of Fifteen Shillings per New Share is payable on and after the 20th day of February 1922, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors. A. G. STEPHEN, Chief Manager. Hongkong 18th February 1922.

NOTICE.

The Partnership heretofore existing between Edward Henry Ray and Perry James Falconer as Ship, Freight & General Brokers, under the style or name of Ray & Falconer was dissolved by mutual consent on 31st December, 1921.

E. H. RAY, P. J. FALCONER. E. H. Ray will continue to carry on business in his own name as Ship, Freight & General Broker.

E. H. RAY.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the transfer Books of the Company will be closed from Wednesday, the 22nd of Feb. to Tuesday, the 28th February, 1922, both days inclusive, during which period no transfers of shares can be registered.

By Order of the Board of Directors. M. MANUK, Secretary.

NOTICE TO CONSIGNEES.

S. S. "SAPAROEIA."

Consignees of cargo for Hongkong from the Netherlands India above steamer are hereby notified that owing to the strike of Chinese seamen and cargo coolies, the said steamer is not calling at Hongkong. Cargo for this port will be carried on to Shanghai and will be returned to Hongkong when conditions here become normal again.

Consignees are therefore recommended to make their own arrangements as to re-shipment.

JAYA CHINA JAPAN LINE.

Hongkong, 24th Feb. 1922.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of February, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Pokfulam Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Annual Rent	Upset Price
1	At Pokfulam Road.	100 feet by 100 feet.	1.00	10,000	£100	£1,000

PARTICULARS OF THE LOT.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of February, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Coronation Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Annual Rent	Upset Price
2	At Coronation Road.	100 feet by 100 feet.	1.00	10,000	£100	£1,000

HONGKONG JOCKEY CLUB.

RACE MEETING 1922.

MONDAY, TUESDAY, WEDNESDAY & SATURDAY. February 20, 21, 22 & 23.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. Kelly & Walsh, Ltd., or at the Gate. Price £12 for the Meeting, or £1 per day. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

H. BIRKETT, Clerk of the Course. Hongkong, 11th Feb. 1922.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members, Members' Wives and Families; tickets are now ready and may be obtained from Messrs. Linstead & Davis. All tickets must be produced to gain admission.

H. BIRKETT, Clerk of the Course. Hongkong, 11th Feb. 1922.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersigned.

No Servants will be allowed inside the ENCLOSURE of the Race Course during Race Days WITHOUT TICKETS, which can be had on application to the Undersigned.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants, passed in their possession will forfeit them, and the holder thereof will be removed from the Enclosure.

H. BIRKETT, Clerk of the Course. Hongkong, 11th Feb. 1922.

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED will be held at the Hongkong Hotel on Friday the 3rd day of March 1922 at 11.30 o'clock in the forenoon when the proposed Resolutions will be proposed as Extraordinary Resolutions.

1. That Article 105 of this Company's Articles of Association be altered as follows:—

(a) By the insertion of "£10,000" in the place of "£3,000" in the fifth line thereof.

(b) By striking out in the ninth and tenth lines thereof the words "for each financial year of the Company" and inserting in place thereof the words "in every year wherein such profits shall not exceed in the aggregate the sum of \$150,000, and a commission of ten per cent. per annum on all the net profits of the Company in excess of that sum."

2. That the above Resolution (No. 1) to be retrospective and take effect from the 1st day of January 1922.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting and such Meeting will be held on Monday, the 20th day of March 1922, at the same time and place for the purpose of considering and if thought fit confirming such Resolutions as Special Resolutions accordingly.

Dated the 15th day of Feb. 1922 By Order of the Board, JOHN D. HUMPHREYS & SON, General Managers.

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIE or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIE or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 25 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD., Agents, THE COWIE HARBOUR COAL CO. LTD.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at St. George's Building, Chater Road, Victoria, on Friday, the 3rd March 1922 at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1921, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 22nd February, 1922, until Friday, the 3rd March, 1922, both days inclusive.

SHEWAN TOMES & CO., General Managers. Hongkong, 17th Feb. 1922.

CRREDIT NATIONAL 1922.

ISSUE OF NEW BEARER BONDS REDEMPTIBLE IN 10 YEARS. FRS. 500.00

each bearing interest at the rate of 6% per annum

Free of Tax. Reimbursable at holder's option as follows:—

On 1st Feb. 1924 for FRS. 500.00

1st. 1927. 507.50

1st. 1930. 525.00

No interest on the above.

Price of issue including last coupon due on 1st Feb. 1922 payable on application.

Subscribers are invited to apply to the undersigned at

Banque de l'Indo-Chine, Hongkong.

on or before February 25th, 1922.

HONGKONG MAILS DESTROYED.

Result of Fire on Train. The Hongkong Post Office notifies that the following report has been received from the Vancouver Post Office:—

Two sacks of mail from Hongkong for London, England, and one for Paris, France, received at Victoria, B. C. on Dec. 16th, 1921, and forwarded to connect at Vancouver, B. C. with Canadian Pacific train No. 2, were destroyed when the mail car attached to train No. 2 was burned near Haig, B. C., a point about 89 miles east of Vancouver, with the exception of the following registered letters which were subsequently found in the debris in a more or less damaged condition and were forwarded to the Post Office Department at Ottawa for despatch:—

To Mrs. U. M. S. MacLennan, 62, Copland Road, Govan, Glasgow.

To Mrs. Langston, 87 Salford Road, London, S. W.

To Messrs. Jeremia Lyon Co. London, England.

To Miss M. Hawker, 59 Filare Road, Fulham, London, S. W. 6, England.

To the Turvey Treatment Ltd., Amersley House, Norfolk St., London, Eng.

To Messrs. Rudolf Wolff Co., 39 Line St., London, E. C.

To Messrs. Mitsui & Co., No. 3153 Line St.

The three sacks mentioned above were despatched from Hongkong on 18th November 1921, and contained only and letters as were specially marked by the senders for despatch per s. s. Fushimi Maru.

RIFLE LEAGUE.

A Triangular Match.

At Stonecutters yesterday, H. M. ships Tamar, Hawkins and Merlin met in a triangular match. Tamar beat Hawkins by 33, Hawkins beat Merlin by 68, and Tamar beat Merlin by 101. Scores:—

H.M.S. Tamar.

Name. 200 yds. 300 yds. 500 yds. 600 yds. Total.

Sergt. Cordon ... 32 22 30 84

Pte. Snell ... 30 24 29 83

Sergt. Cross ... 31 27 25 83

Sergt. Stapleton ... 28 26 28 82

Gnr. Ansell ... 28 26 21 75

C. Sergt. Payne ... 22 21 72

Corpl. Sharnan ... 29 23 20 72

S.P.O. Patey ... 21 22 20 68

Total ... 619

H.M.S. Hawkins.

Mr. Moss ... 29 32 26 87

Mr. Brookes ... 24 27 28 79

A.B. Gilley ... 24 27 24 75

P.O. Rackham ... 29 25 21 75

C.P.O. Cocks ... 26 24 22 72

P.O. Hudson ... 24 27 21 72

C.P.O. Hamlet ... 26 25 14 65

Mr. Bruce ... 38 15 18 61

Total ... 586

H.M.S. Merlin.

Sergt. Pledger ... 29 24 23 76

Corpl. Brewer ... 27 27 17 71

Lt. May ... 29 21 20 70

Sto. Berry ... 24 23 21 68

P.O. Henwood ... 25 23 20 68

A.B. Hoare ... 21 27 11 59

1st. W. Norris ... 21 14 19 54

Pte. James ... 23 19 10 52

Total ... 518

CHINESE NEWS.

Protest Against Sun's Expedition.

A Peking telegram states that, according to current reports, the Anfuite and Old Communist cliques are preparing to join hands with the South-West, and that they will declare Tuan Chi-jui as President and Sun Yat-sen as Vice President of China.

A Shanghai telegram states that information from Hunan is to the effect that there are strong protests from all sections of the community against Sun Yat-sen's Northern expedition proceeding by way of Hunan. Workers declare that they will go on strike if Cantonese troops march on the territory of the Province.

Our Canton correspondent says that an complaint with Chan Keng-min's army troops on the Canton-Wuchow line will result in a new battle.

Subscribers are invited to apply to the undersigned at

Banque de l'Indo-Chine, Hongkong.

on or before February 25th, 1922.

REPULSE BAY HOTEL

SATURDAY, 25th February.

DINNER DANCE

WILL HENDER

THE JAZZ KING.

INTRODUCING

MISS RITA SHIELD

(THE MELODY GIRL)

IN NEW JAZZ MELODIES.

Tables should be booked early.

BENGUET CONSOLIDATED MINING COMPANY.

Philippine Islands.

If the "Benguet" during its babyhood can produce over P-5,000,000 in gold and silver bullion what will it do when its present plant capacity is doubled, as is now planned, and it gets into the stride of a man-sized mine? To the investor this question is worth while thinking about.

AGENTS

MOXON & TAYLOR, HONGKONG.

CRICKET.

The following will represent Kowloon against the R.G.A. tomorrow at Kowloon, commencing at 2.15 p.m.:—J. P. Robinson, J. Stalker, G. Russell, B. D. Evans, C. I. Stapleton, G. Dinos, K. H. Macaskill, F. G. Thompson, T. M. Cochrane, F. E. Lawrence, and E. L. Braga.

ALLIANCE OF YANTEE PROVINCES.

According to the Chinese press, an alliance of Yantee provinces is being established.



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)
AGAPENOR 23th Feb. London, Rotterdam & Hamburg
PYRRHUS 7th Mar. London, Amsterdam & Antwerp
OLAUCUS 15th Mar. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
ELPENOR 27th Feb. Genoa, Marseilles & Liverpool
EUMAEUS 4th Mar. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
IXION 24th Feb. Victoria, Seattle & Vancouver
TALTHYBIUS 14th Mar. via Suez

NEW YORK SERVICE

(via Suez or Panama)
NINGCHOW 2nd March. via Suez
AJAX 10th March. via Suez

PASSENGER SERVICE

MENTOR 5th Mar. for Shanghai
PYRRHUS 7th Mar. for Singapore & London
MENTOR 21st Mar. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
AGENTS.THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M. S. "AFRIKA"

will be loading for Rotterdam, Hamburg, Copenhagen and other
Scandinavian Ports, about 22nd. March, 1932.

Further Sailings—

Expected on or about	Will leave for above ports on or about
M. S. "TONGKING" 2nd. March	10th. April
M. S. "MALAYA" 1st. April	4th. May
M. S. "JAVA" 7th. May	15th. June
S.S. "PERU" 15th. June	23rd. July

Subject to change without notice.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.
Agents.

Hongkong, 22nd. February, 1932.

VACATION TRIP.

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor
Ship "KONG NING" between Hongkong, Shamsui, Shin
Hing through the LOVELLIEST SCENERY ON THE WEST
RIVER TO WUCHOW.SPLENDID 1st and 2nd class passenger accommodations;
large and airy berth cabins on upper deck; no port holes but
large airy windows; fitted throughout with electric light and
Fans, etc.

M. S. "KONG NING" Leave Hongkong.
Steamers "Kong Ning"

Round trips occupying 5 days; including meals and 24
hours stay on board at Wuchow \$45.00.

For further particulars apply to—

BANKER & CO.

THE BOXER INDEMNITY.

Japanese Legislators Propose
Abandonment.Mr. R. Nagai and eleven other
members of the Japanese House
of Representatives have in-
troduced a motion proposing the
relinquishment of the Boxer In-
deemnity due to Japan from China.
They suggest that a portion
of money be used as the expense
for maintaining Chinese students
studying in Japan, and the
balance as subsidies to schools,
hospitals and other cultural en-
terprises undertaken by Japanese
in China.

EYE COMFORT

means better health and better
results from your work, and if
your eyes require glasses you
have had careful and expert ex-
amination in fitting the proper
correction. Eye comfort requires
also just an expert care in the
manufacture and adjustment of
your glasses. You will find it
worthwhile to consult a reliable
firm, devoted exclusively to opti-
cal work; over ten years expe-
rience in the colony. You will find
no better equipment anywhere
than in the office and factory of
The Hongkong Optical Co., suc-
cessors to Clark & Co., manu-
facturing & refracting opticians,
located in 53, Queen's Rd., C.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM
NAVIGATION CO., LTD.From CALCUTTA & STRAITS.
Consignees of Cargo for Hong-
kong per

s.s. "LAISANG"

are hereby notified that owing
to the strike of cargo and wharf
coolies, cargo for Hongkong will
be overcarried and landed at
Shanghai and/or at Kobe. Con-
signees are therefore recom-
mended to make the necessary
arrangements respecting Insur-
ance, etc. accordingly. The cargo
will be returned to Hongkong
immediately conditions at this
port become normal.JARDINE MATHESON &
CO., LTD.

General Managers.

Friday, 20th. February, 1932.

NOTICE TO CONSIGNEES.

S.S. "LAKE ONAWA"

The Consignees of cargo ex this
steamer are hereby notified that
owing to their failure to accept
their cargo that arrangements for
discharge have been made and
that they will be held responsible
for the demurrage, lighter
charges, expense of placing in
warehouse, storage and all other
charges incidental thereto, also
the cargo will be handled and
stored at owners risk.No Free Storage will be allowed
and storage charges will be
assessed on cargo remaining
undelivered on and after February
22nd. No Claims will be re-
cognised after the goods have left
the Godowns, and none will be
entertained if presented later than
two weeks from February 22nd
1932.No Fire Insurance whatever
will be effected.U. S. S. B. EMERGENCY
FLEET CORPORATION.
THE ADMIRAL LINE.

Managing Agents.

Hongkong, 20th. February, 1932.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS
LIMITED.

S.S. "BENREOCH"

From LEITH, ANTWERP,
MIDDLESBRO, LONDON
& STRAITS.Consignees of cargo per the abo-
mentioned steamer are hereby
notified that owing to the existing
strike conditions cargo for Hong-
kong is being carried on to Shang-
hai where it will be landed and
whence it will be returned to
Hongkong when conditions at
this port permit.Consignees are accordingly re-
commended to make the neces-
sary arrangements as regards
Insurance, etc.GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 20th. Feb., 1932.

NOTICE TO CONSIGNEES.

S. S. "TUKINI"

Consignees of cargo for Hong-
kong from Netherlands India are
hereby notified that owing to the
strike of Cargo and Wharf coolies,
all cargo for Hongkong will be
carried on to Northern ports and
will be returned to Hongkong as
soon as conditions at this port
become normal. Consignees are
therefore recommended to make
their own arrangements as
regards insurance etc.JAVA CHINA JAPAN LYN.
Hongkong, 21st. February, 1932.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE, LTD.

M.V. "GLENTARA"
From UNITED KINGDOM
AND CONTINENT.Owing to the Strike of Seamen,
Consignees are hereby notified
that Hongkong Cargo will be
carried on to Shanghai and land-
ed there. Consignees are there-
fore recommended to make the
necessary arrangements respect-
ing Insurance, etc.The Cargo will be returned to
Hongkong immediately condi-
tions here become settled.JARDINE, MATHESON
& CO., LTD.Agents.
Hongkong, 20th. February, 1932.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees of cargo for Hong-
kong per s.s. "AJAX" are hereby
notified that owing to the present
state of affairs in Hongkong due
to strike of seamen, etc. cargo for
Hongkong will be landed at
Shanghai and consignees are re-
commended to make necessary
arrangements as to insurance
etc. accordingly. The cargo will
be brought back to Hongkong
immediately conditions at this
port become normal.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd. Feb., 1932.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees of cargo for Hong-
kong per s.s. "PELEUS" are
hereby notified that owing to the
present state of affairs in Hong-
kong due to strike of seamen, etc.
cargo for Hongkong will be land-
ed at Singapore and consignees
are recommended to make neces-
sary arrangements as to insur-
ance etc. accordingly. The cargo
will be brought back to Hongkong
immediately conditions at this
port become normal.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd. Feb., 1932.

NOTICE TO CONSIGNEES.

Consignees of cargo for Hong-
kong per the S.S. "CITY OF
SIMLA" are hereby notified that
owing to the present state of
affairs in Hongkong due to strike
of seamen, etc. cargo for Hong-
kong has been carried on
in the vessel and is being retain-
ed on board until her return to
Hongkong. Ports of call in the
meantime are Shanghai, Kobe,
Hakodate, Yokohama, Kobe,
Nagasaki and Shanghai, and
steamer will also drydock at
Yokohama. Consignees are re-
commended to make necessary
arrangements as to insurance,
etc.

THE BANK LINE LTD.

SCOTTISH NATIONAL THEATRE.
In order to establish a National
Theatre in Glasgow it has been
decided yesterday to form the
Scottish National Theatre
Society. In 1914 the movement
was interrupted by the war, but
stimulus has been given to the
idea by the recent production of
numerous Scots plays.

Commencing Friday, 24th.

LOUISE CLAUM

in

Supporting Miss GLAUM in This Brilliant and Remarkable
Production is an All Star Cast, Including Myrtle Stedman,
Peggy Pearce, William Conklin and Irving Cummings.
"THE YEAR'S BIGGEST MOTION PICTURE!"

S E X

stands for Sorrow and
Suffering that are the
heritage of all women.stands for Experience,
that refines the Soul
of all women.is the great Unknown
is the fascinating
game of life.

A TREMENDOUS EMOTIONAL DRAMA BY C. GARDNER SULLIVAN-DIRECTED BY FRED NIBLO.

WORLD THEATRE

USUAL PRICES.

JAPANESE TRADE MISSION
IN ENGLAND.Transformation of the
Shipping Industry.The Japanese Commercial Mis-
sion was entertained by the
Liverpool Chamber of Commerce
last month.Lord Derby having proposed
"The Visitors" Mr. A. Ishii, in
responding, said: On behalf of
the Japanese commercial mission
I thank you most heartily for
your kind welcome to Liverpool.
It is my lot to be in the shipping
business, and hence I feel a very
peculiar interest in coming to
your world-famous seaport and
seeing the evidences of its great-
ness with my own eyes. And
this interest and gratification are
enhanced when I remember that
one of your Japanese shipping
lines took some part, at
the instance of your Govern-
ment, in maintaining the trade
between this great port and the
East, in those arduous days of
the war, when the usual British
tonnage was wanted elsewhere.
Japan played its fighting part in
the war—a part which you
Britishers have always readily
acknowledged—but perhaps few
will know that here in Liverpool
was the scene of a valuable
economic co-operation between
Great Britain and Japan in those
trying times. The commercial
community in Japan was pleased
to see a connection formed with
your great port and is happy that
that connection has been pre-
served to these times of peace. I
may be pardoned for saying a
word or two more about the ship-
ping industry as I know it is the
most vital of all your interests in
Liverpool. No industry has un-
dergone more extraordinary
transformations. We seem to-
day to be at the beginning of a
new phase, and from every point
of view it is an imperative neces-
sity that steamers should be
built at the cheapest cost and
run at the most inexpensive rate.
There may be many ways and
means of attaining this end, but
considering the international
character of the shipping indus-
try there is the fundamental
necessity of an international co-
operation. The shipping confer-
ence recently held in London isthe manifestation of that new
need and that new desire, and we
Japanese are glad to have an
opportunity of co-operating
loyally in the international task.
Commerce obviously cannot
function properly unless and
until shipping functions properly.
I am bold enough, therefore, to
think that to put the shipping
industry in order is one important
step—if not the first step—to-
wards the recovery of world
commerce.HOW TO DEAL WITH IDLE
TONNAGE."We have to face the fact that
the tonnage of the world has in-
creased 13 million tons over the
tonnage of pre-war times, while
world commerce has decreased
one-third. Unless trade re-
covers its former position,
or, indeed, goes beyond it,
there will be no fair prospect
in the shipping industry. It is
true that there are signs of
recovery, but to my mind that
recovery may only be temporary,
for there is at present so much
tonnage laid up in various
countries, and as soon as there
is remunerative business this
tonnage will be released and tend
to disturb the market. How to
deal with this idle tonnage is a
prime question to be solved.
There are many minor
matters we should like to study
while among you. Japanese
goods are imported into Liver-
pool in great quantities, and the
goods which we buy from your
country come to us in great
measure from the Liverpool
docks. It would be interest-
ing, therefore, for us to see the
manner of loading and discharg-
ing and your system of docks
and warehouses, and to compare
notes and methods with your
directors and managers. In con-
clusion, may I mention another
problem on which we are seeking
light? The war has brought
tremendous changes in the re-
lationship between Capital and
Labour. The shipping industry
does not escape its toll of the
difficult problems resulting from
that change. We Japanese
owners and industrial leaders
have to face these questions daily
and hourly in much the same
way as you have; and we should
like to learn something about
your methods of solving them,
aided by your long experience,your British fairness and shrewd
adaptableness. (Applause.)Mr. T. Isaka also responded:
The name of Liverpool conveyed
to them an unusual sense of
shipping power, because it was a
well-known fact that the largest
and most influential merchant
marine maintained, and the most
prosperous world commerce and
industry operated by Great
Britain, had always been coupled
with the name of Liverpool.
Yokohama, the port he repre-
sented, in a certain respect
resembled that of Liverpool. He
did not intend to say that Yoko-
hama stood in a more or less
similar important position in re-
gard to the world commerce as
Liverpool. However, Yokohama
was handling through its gateway
the largest foreign commerce of
the Empire, as Liverpool was
passing through its port incom-
parably the largest portion of the
exports and imports of the United
Kingdom. It was the ambition
of Yokohama to learn and follow
the example of Liverpool for its
future development, and to occupy
one day such a similar important
positions in the East as Liverpool
now occupied.

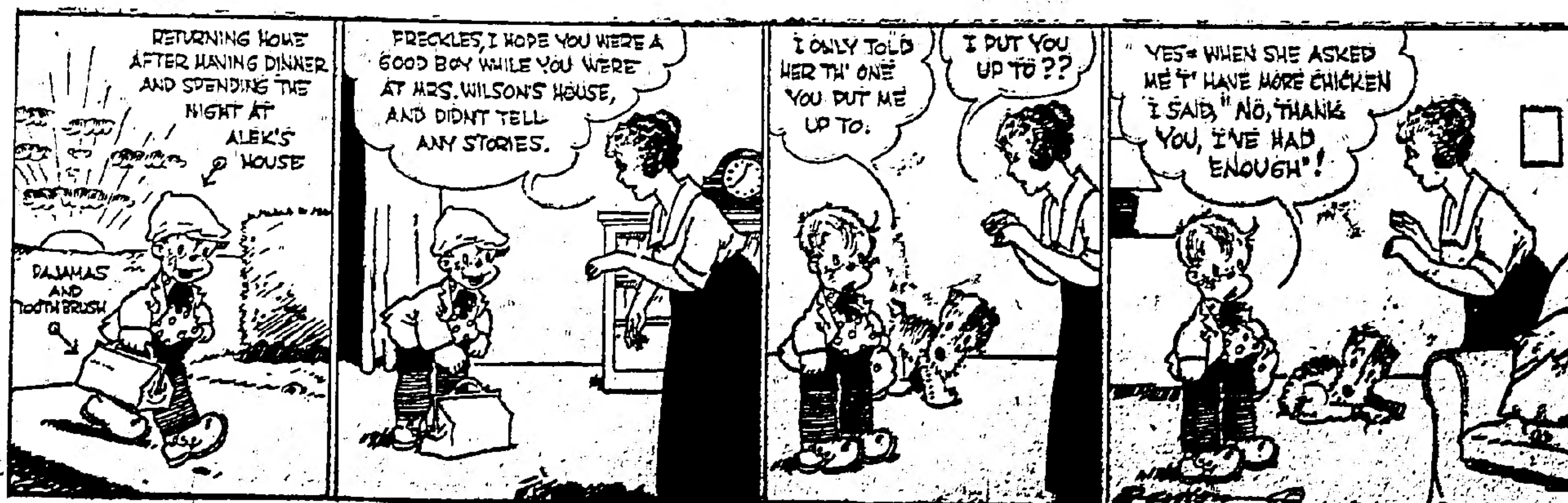
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Hertfordshire farm labourers
have agreed to accept 8d. an hour,
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48-hour week, with a special
overtime rate of 10d. an hour on
Sundays."For the Blood is the Life."
Sufferersfrom Bad Legs, Abscesses, Ulcers,
Eczema, Piles, Glandular Swellings,
Scabies, Itch, Ringworm, and Eruptions,
Cuts, Rheumatism, most realize that the
only sure way to complete and lasting relief
is to free the blood of the poisonous waste
matter, the one cause of such troubles.
Clarke's Blood Mixture contains ingredients
which soon over-
come and expel
the impurities,
that's why so many
aching aches stand
to its credit.Clarke's
Blood
MixturePleasant to take.
Of all Chemists
and Druggists.Beware of cheap
imitations."Everybody's
Blood Purifier."

FRECKLES AND HIS FRIENDS

Mitigating Circumstances

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WATSON'S "E" WHISKY.

The price of this Whisky is higher than many imported cased Whiskies, because it costs more, and is better. You get real value because you are not paying the cost of world-wide advertising.

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Wine & Spirit Merchants.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 24, 1922.

GET TO GRIPS.

It is exactly six weeks to-day that the seamen's strike began, and, at the time of writing, a settlement seems as far off as ever it did. There have been offers and counter-offers, demands and counter-demands. But there appears no evidence at the moment to warrant the belief that an end of the deadlock has been reached. Indeed, there exists in many quarters a feeling of distinct pessimism regarding the immediate outlook. It can, however, be said that, considering the total number of men involved, Hongkong is coping with the situation wonderfully well. Whereas a fortnight ago ships either gave this port a wide berth or came in and went to anchor, there to remain, it is quite a common experience now to see boats both entering and clearing. Other means have been found of manning both coasting vessels and larger craft, very much to the chagrin of the strikers and their leaders. In fact, by degrees we are getting back to normality, and shipping interests have found that there are ways of circumventing the strikers. If the seamen should eventually find that numbers of them are not required in future, the blame must rest with their leaders for refraining from going to arbitration on the points at issue. Nothing seems to satisfy the Union officials. They reject every suggestion made for a settlement. This has had the effect of reviving the opinion held in some quarters that there are other and bigger interests at the back of the seamen, bent on getting the Hongkong Government to *bow-tie* to them.

Whether or not there has been a real desire on the part of the Union officials to reach a settlement, it cannot be disputed that the manner in which the negotiations have been conducted has left much to be desired. With the men's leaders remaining in Canton, there has been nothing for it but to attempt conversations through the medium of delegates who appear to have no authority to commit the Union. The result has been much running to and from Canton, with a consequent loss of valuable time. Furthermore, the parties cannot get to close grips. This state of affairs prompts the query as to whether it is not high time this method of conducting the negotiations came to an end. The strike leaders have been assured of safe conduct by the Government if they come here; yet they choose to remain a hundred miles distant and to speak through the medium of wandering delegates. If the Union is in real earnest in desiring to effect an adjustment, let its leaders, as proof thereof, come to Hongkong without delay and enter into direct negotiations with the owners. That appears to us to be a very necessary step if the dispute is to be hastily ended.

We are assuming, of course, that the Union really does want to settle this dispute before it grows to larger proportions. Yesterday there were in circulation many rumours of an alarming nature, which we have purposely refrained from publishing. If we believed them, we should feel uneasy about the future. But at any rate we do think there is a distinct danger, both to Hongkong and to Canton, in a perpetuation of the present situation. Labour restlessness, largely directed from Canton, is fairly obvious everywhere, and, if matters do not quickly mend, we can foresee developments which might well have disastrous reactions. We do not wish to be, in any way, alarmist, but facts and tendencies of which we are aware are sufficient to make us somewhat apprehensive of the future. Labour agitators have been given far too much freedom in Canton, which to-day is, perhaps unconsciously, nursing a serpent in its breast.

NOTES & COMMENTS.

The Ardfeis Accord.

An unusual atmosphere of calm reason, which it may be hoped will prove to be the forerunner of a better state in Ireland, marked the conclusion of the proceedings at the Ardfeis, or All-Ireland Sinn Féin Convention. The rivals wings have agreed to submit the issue to the people when the Treaty signatories have drafted the Constitution. According to the cable, there was "boisterous enthusiasm," but Reuter omits to add of what kind. From the general trend of the message, however, it is to be inferred that the demonstration was favourable to the Treaty. Mr. de Valera was so far amenable as personally to announce acquiescence in "the preamble"—presumably alluding to the introductory clause of the Treaty—which is a gratifying development, as is the general applause which greeted his announcement. Where the representatives of Britain and Ireland have agreed upon terms and the Irish people have given many signs of approval, it is a pity, in one sense, that there should be any disturbing process such as an election is apt to involve. From another point of view, this course is eminently desirable in order to divert the intransigents of any excuse for maintaining their hostility. This is upon the assumption that the De Valerians will not be so unsportsmanlike as to ignore a result adverse to them, albeit the fact of such a result would in itself enormously discount their opposition, unless the margin were narrow. If the election should result unfavourably to the Treaty?—well, then, the hopes of a settlement drop to zero. The encouragement is that the tokens given by the Irish people at large are predominantly affirmative. All that appears to be needed is a fair field (a cable to hand this morning is less reassuring. The news emphasises the need of the Irish people following the advice of the *Freeman's Journal* that they assert themselves).

Rubber Down Again.
Rubber has reached the low record of 7.34 d. per lb., announces a London cable. This is really very little, if any, lower than it has been down to during the past twelve months, but it means a fresh set-back after the symptoms of recovery that lately made their appearance. As compared with the prices ruling in the latest Home papers to hand, it means the considerable fall, in the prevailing conditions, of 2d. per lb. or thereabouts. It is not clear at the moment why this should have come about, except upon the hypothesis that there has been over-production in spite of restriction schemes, coupled with the non-materialisation of revived demand upon a large scale. Yet, and even in the absence of important new uses for rubber, there must be a substantial market for such a commodity, and a return of fair, though no longer inflated, profits may be looked for when the wedding-out process has been carried a good deal further. The wedding-out of plantations is meant, of course, in the commercial, not the agricultural, sense. There are still many shaky concerns that will have to be eliminated. These have been unfavourable to restriction, feeling the need of whatever revenue they can get hold of. For well-established and well-managed undertakings there should be a fairly remunerative future. One large company has just shown its confidence by buying up several properties. At the present time rubber shares are unsuited to investors who cannot afford to wait. To those desiring a reasonably promising look-up, the low levels ruling just now offer an opportunity—if judgment be exercised.

Ex-Enemy Ships.
For some time it has been understood that Lord Inchcape had disposed of all the ex-enemy tonnage with the exception of a final little batch, and now it is announced that the whole business has been cleared up at the round sum of twenty millions sterling. As some two and a half million tons were involved, this gives an average figure of £2, which testifies to the fall in prices during the latter stages. At the start excellent prices were obtained. It was practically inevitable that there would be a big sag before such an extensive quantity was cleared off, and the fall in prices was accelerated by the slump in trade, and consequently in cargoes, until some of the vessels were sold back to Germany. But the manner in which Lord Inchcape has handled the huge deal, keeping sale costs down to half a crown per cent., gives him a claim upon the appreciation of his countrymen—especially as, we believe, he placed his services at the Government's disposal without any remuneration.

DAY BY DAY.

AN INTEREST IN PUBLIC AFFAIRS IS A PRESERVATIVE OF YOUTH, BECAUSE IT TAKES A MAN OUT OF THE INDIVIDUAL LIFE INTO THE GENERAL LIFE.—J. A. Spender.

Yesterday's health returns shows one fatal case of small-pox (Chinese).

Owing to pressure on our space, "Between Ourselves" is held over. It will appear in tomorrow's issue.

Suffering from injuries caused by a fall from scaffolding at the Central Market, a Chinese was yesterday taken to the Government Civil Hospital in a serious condition.

A cargo coolie working aboard the *Luchow* yesterday accidentally fell into the hold and was seriously injured. He was removed to the Government Civil Hospital.

To-morrow's picture page will contain a number of photographs taken at the Races, a group taken at the wedding of Mr. V. Walker and Miss Mair, and a further group of Boy Scout officers.

An exciting story of a modern haunted house, "The House of Whispers" which comes to the Kowloon Theatre this evening is a picture with a strong mystery element and a dramatic climax.

The theft of money and property of the total value of \$3,237 is reported to have occurred at the residence of a Chinese lady at No. 8 Man Cheung Fong, Wong Nei Cheung Village, yesterday.

In the Supreme Court, before the Chief Justice (Sir Wm. Rees Davies) this morning, Mr. E. Potter (instructed by Mr. Johnson) brought a petition for the winding up of the Kwong Fook Steamship Company, Ltd., under provisions of the Company's Ordinance, 1911. An order was made in the terms of the petition.

The *Canton Times* states that the bandits who took part in the robbery of the Canton-Kowloon railway on 10th inst were captured by Colonel Hsu Ting-ki in Sheklung a few days ago. At the trial the two bandits freely confessed their crimes. They were sentenced to be shot and the sentence was carried in front of the Sheklung Station where the robbery occurred.

TRADE & SHIPPING.

Hongkong Returns for Last Quarter of 1921.

Hongkong trade and shipping returns for the fourth quarter of 1921, compiled by the Statistical Branch of the Imports and Exports Department, have just been issued.

In sterling value, there are decreases in imports of £4,095,797 and in exports of £2,723,296 compared with the corresponding quarter of 1920, but it should be explained that the figures are based on exchange converted into sterling at the rates of 2s. 10½d. in October, 1921 (as against 4s. 2½d. in 1920), 2s. 9d. in November, 1921 (against 3s. 11d. in 1920) and 2s. 7½d. in December, 1921 (against 3s. 5½d. in 1920). The total of imports is £22,867,762 and of exports £24,371,403. China easily heads the list in exports, her total being £16,736,002. Under this heading, the United Kingdom is credited with £149,20 and British Dominions and possessions with £1,702,993. In imports, China is represented by £3,956,425, the United Kingdom by £1,932,779 and British Dominions and possessions by £2,143,481.

The shipping returns show that during the quarter the total number of vessels entering the port was 2,335 of a net tonnage of 3,171,558 (of which 1,348 of 1,702,067 were British), whilst the departures were 2,310 vessels of a net tonnage of 3,117,223 (of which the British figures were 1,325 vessels of 1,650,379 tons).

Germany. But the manner in which Lord Inchcape has handled the huge deal, keeping sale costs down to half a crown per cent., gives him a claim upon the appreciation of his countrymen—especially as, we believe, he placed his services at the Government's disposal without any remuneration.

SIR ELLIS KADOORIE.

Dies Suddenly This Morning.

PASSING OF A PUBLIC BENEFACTOR.

The news of the sudden death this morning of Sir Ellis Kadoorie, Kt., came as a great shock to his numerous friends and the community in general. On Sunday, the deceased gentleman appeared to be in his usual health, but on Monday morning he complained of a slight cold, accompanied by a little fever. He had intended, as was his custom, to be present at the Races, where he has for many years been a most familiar figure amongst the owners, but on medical advice he remained indoors during the whole three



THE LATE SIR ELLIS KADOORIE.

days. Up to last night he seemed to be no worse, but at about six o'clock this morning he was taken with a violent heart attack and collapsed immediately, passing away within ten minutes.

The deceased gentleman had resided in Hongkong for close on forty years, coming here in 1883 as a broker. Later, he became a merchant and developed a big connection both locally and in other parts of the East. A shrewd man of business, a big notable public benefactor and an unassuming but most genial and likeable man in social life, he will be greatly missed. It is with genuine regret that we record his demise.

The late Sir Ellis Kadoorie, who was born in Bagdad on December 7th, 1855, had resided in the East for over thirty years. He was unmarried. It was in June, 1917, that the honour of Knighthood was conferred on him by His Majesty the King, the news being received in Hongkong with feelings of general pleasure, in view of his popularity and of his numerous and liberal benefactions. The late Sir Ellis took the most lively and practical interest in education, to the advancement of which many of his benefactions were devoted. Schools bearing his name were erected by him in Hongkong, Shanghai and Honsan, the first-named of which he handed over to the Hongkong Government, by whom it is now controlled. Some little time before his knighthood was conferred he presented to the Colony the building at Sookunpoo Valley in which

was made possible by Mr. Ho Kom-tong coming generously forward with a sum of \$25,000. However, the expenditure was heavier than was anticipated and, with characteristic generosity, Mr. Kadoorie (as he then was) more than fulfilled his promise, his total contribution to the project totalling no less a sum than \$52,000, this including the covering in of the Albany nullah, the laying out the garden and the defraying of the whole cost of the furniture. In many other directions, the deceased gentleman benefited the Colony, and he was a most generous contributor to war funds.

He had large commercial interests in the Far East, whilst he was widely known in Hongkong and Shanghai for his lengthy association with the Turf, being the owner of the "Chief" stable. In March, 1914, he was made a Justice of the Peace. What we said of him on the occasion of the conferring of his Knighthood may well be repeated now—his quiet geniality and his manifest ability in many directions, together with his unassuming manner, his kindly hospitality in private and in public (never more delightfully in evidence than when he was playing the part of host at the Race meetings) gained for him a wide circle of friends amongst all classes of the community. To these, the news of his death has been received with feelings of the deepest regret, for to know him was to love him for his generous and manly instincts.

The funeral takes place to-day, passing the Monument at 4.30 p.m.

COURT MARTIAL.

"King's" Sergeant in Trouble.

A District Court Martial, of which Major W. C. Downing, R.G.A., was President, was held at Murray Barracks this morning to try Sergt. F. Jackson, of the 2nd Bn. The King's (Liverpool) Regt., on charges of drunkenness and conduct prejudicing the good order of the Regiment and military discipline. Capt. C.W.A. Hannay prosecuted and Lieut. H.A. Reading, M.C., appeared for accused.

Pte. Parker, who on the night of Feb. 5th was on duty as regimental policeman, said he saw accused staggering across the square and told him to go back to barracks. Accused took no notice of the order and went off in the direction of the Peak Tramway Station. Witness reported the matter to the Provost Corporal.

A number of N.C.O.'s spoke to seeing accused in the Sergeant's Mess at Mount Austin

Barracks about 7.45 on the night in question. He was drunk and used obscene language.

Sergeant Fowler, Regimental Provost Sergeant on the night in question, said he went to Mount Austin Barracks and found accused outside in a drunken condition. He took him to Murray Barracks and confined him in the guard room.

Lieut. Reading said accused was not on duty at the time and when he was given an order he obeyed it. With regard to the second charge, Lieut. Reading submitted that it was brought merely on account of neglect of duty on the part of the N.C.O.s in the case. They saw him at seven o'clock and let him go. The second charge was not accused's fault and he hoped the Court would deal with him as leniently as possible.

Evidence, with regard to character was given by Capt. Collins and Major Wright and the accused's history sheet stated that he had served in the Army over 15 years and had seen active service during the war.

The decision of the Court will be promulgated in due course.

FOOTBALL.

Notes on To-morrow's Matches.

(BY "QUIZ").

The matches for to-morrow are as follow:—

LEAGUE: DIVISION I.

Kick-off 4.15 p.m.

H. M. S. Curlew v. South China.—Kowloon F. C. ground, Happy Valley.

H. M. S. Ambrose v. King's.—Navy "B" ground.

Hongkong Police v. Kowloon.—Navy "A" ground.

R. G. A. v. Tamar.—Sookunpoo ground.

LEAGUE: DIVISION II.

Kick-off 2.15 p.m.

University v. South China.—"B"—Navy "B" ground.

Curlew Reserves v. St. Joseph's.—Navy "A" ground.

South China "A" v. Club Reserves.—South China ground.

Kowloon Reserves v. King's Reserves.—Kowloon F. C. ground, Happy Valley.

Owing to the Club ground not being available this week, the Club-South China match is postponed. South China will play a back fixture with Curlew on the Navy "A" ground.

The game between the Curlew and South China should produce good football and will be attended by a large crowd. These teams have not met before in League football. The sailors will be out to win and strengthen their hold on the League championship. Their play against Kowloon last week was not striking and they will have to play much better if they expect to take the points to-morrow. South China having got their exit from the Shield Competition still have a chance to head the league and will give the sailors a good game. A draw would do neither any good so a fast game is expected with South China coming out on top.

Ambrose are at home to the "King's" who should register their first win in Hongkong football. The soldiers had hard luck in their last match against South China a fortnight ago and should have shared the points. The sailors appear to have struck a bad patch for they have not taken a point since the middle of January when they trounced the *Titanias* by six goals to nil. They play good football and deserve better luck.

The Police return to League football this week when they receive Kowloon on the Navy "A" ground. Their last game against the R.G.A. was played on New Year's Eve, when they went down by three clear goals. The win over South China last week in the Shield Competition make them favourites for the game to-morrow. Kowloon still have trouble to field a side and turn out late. They were eleven minutes behind scheduled time last week. Playing several reserves they surprised the Curlew in the opening minutes of their game and with a little more dash in front of goal would have shared the points. They should be out sharp to time this week and give the Police a hard game. The last match between these teams ended in a win for Kowloon by 1 to nil.

At Sookunpoo the match between the services should be well worth watching. The leaders cannot afford to drop a point or they will find the Curlew running them close. In the last game between these teams the sailors got the verdict by two goals to nil, a result that will probably be reversed this week as the soldiers play better football on the Garrison ground. The sailors will not be so strong as in their opening match of the league but they can still score goals and it is expected that the first to score to-morrow will win the match.

In the Junior games the leaders should win their games and maintain their respective positions. The Curlew by their win over South China "B" last week advanced another step towards the division championship but they are still behind in their fixtures and as it is rumoured that they are leaving for a three weeks' cruise it will be practically impossible for them to complete their programme of fixtures before the end of April next. Tomorrow they are due to play St. Joseph's on Navy "A" ground. University should turn the tables on the "B" team this week. South China had a most unexpected win in their last meeting and won by a goal to nil. The "A" team should beat the Club Reserves on South China ground, while the league leaders should strengthen their position by winning against Kowloon Reserves.

FOR THE RACES

EXACTLY WHAT YOU WANT

NEWEST
STYLESAT LOW
PRICES.

A new shipment of

GENT'S FELT
HATS

(High Grade Quality)

\$13.⁵⁰ each

UMBRELLAS. RAINCOATS.

SEE OUR WINDOWS

AT

YEE SANG FAT CO.

THE STRIKE.

(Continued From Page 1.)
Two Intimidation Cases.

"It is quite clear from the evidence that the two coolies were stopped and prevented from continuing the transportation of the goods in the truck. I am satisfied that it was a case of deliberate interfering with the transportation of the stuff or produce and the use of threats in order to attain their object. It is a serious case that this Court has to deal with. I shall fine each of you \$100 or four weeks and, in addition, three months' hard labour."

Mr. R. E. Lindsell thus gave his decision in a case in which two men were to-day charged with intimidating some transport coolies and using abusive language. A plea of not guilty had been entered. Evidence had been given to the effect that the coolies were yesterday returning to their shop at No. 1 Bonham Strand West with a truckload of medicinal produce when they were stopped near the Saikong wharf by the two defendants and a number of others, and ordered to discard the truck and take the goods back on their shoulders. The principal Chinese detective, Hau Hang, who, with another plain clothes man made the arrest, deposed to having heard one of the defendants threaten one of the coolies with dire consequences if he did not obey their order.

It proved to be a hard task for the Captain Superintendent of Police (who personally conducted the case) and the Magistrate to induce the witnesses to state their reason for obeying the order given by the defendants. Apparently fearing subsequent violence at the hands of the strikers, they gave their evidence with great reserve, denied that they were frightened into obeying the order of the defendants, and maintained that they unloaded the truck because they were told to do so.

"If they told you to jump into the harbour would you do so?" asked the Magistrate of one of the witnesses.

"I would certainly not," replied witness.

"Then why should you go out of your way to carry the goods on poles when you could with ease transport them in the truck?" "They refused to hire the truck to us."

"Was the truck theirs?" "I am not certain, as I was not the person who hired the truck."

Further questions, as in the case of the foregoing, were without result, and it was left to the Court to surmise the reason.

One of the defendants put in a statement to the effect that he only spoke to the defendants, without using intimidating words. What he did say was: "You are given clothes to wear and rice to eat. Why do you want to engage in an altercation?" In other words: "You know, which side your bread is buttered, so act according to your sense of prudence."

Mr. Wolfe submitted that the evidence given by Hau Hang indicated that intimidating words were used. It was an illegal act, which came within the meaning of the Ordinance, to interfere with the coolies and order them to carry their goods on poles when they were perfectly entitled to use the truck.

His Worship concurred and passed sentence as already stated. In another charge of intimidation, preferred against a third man by Inspector Watt, evidence was given to the effect that a truck bearing a load of poultry from the depot near the Sailors' Home was stopped on the Praya by a crowd. Sentence of three months' hard labour was inflicted by the same Magistrate.

The Feeling in Canton.

Those in close touch with the situation in Canton state that some three or four days ago most of the seamen appeared inclined to go back to work, being satisfied that the Hongkong Government had now-towed to the Union. They held the view that the Government gave way a point because it was requested by European merchants to do so, this being a tacit admission that the seamen were justified in their demands.

After the return of the four delegates to Canton, when they had an interview with the Ying-pak, an M.P., the majority of the merchant class declared that the Hongkong Government had given in on one point too quickly, and that it depended too much on them (the merchants), so that no good result would be attained. Subsequent to the return of the delegates, lecturers have been sent out into the streets to

DAIRY FARM NEWS.

REDUCTION IN PRICES.

We are pleased to notify our customers and the public that the following reductions in prices will come into force as FROM 1st MARCH—

ICE

from 1½ cts. per lb.

to

1½ cts. per lb.

BUTTER

"DAISY" from \$1.10 - to - \$1.00 per lb.

"DAIRYMAID" \$1.00 - to - 90

All our other prices remain unaltered in spite of the Strike.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

HONGKONG HOTEL.

TEA DANCING TO-DAY

5 p.m.—7 p.m.

WILL HENDER

WILL

PUT

THE

"J"

IN

JAZZ

As Usual

TABLES MAY BE RESERVED.

explain the justice of the seamen's cause and their right to demand the reinstatement of their Union before they agree to arbitration. The man Tse Ying-pak, whom the delegates interviewed, is said to be a leader of all the labour unions in Canton and an adviser to the Seamen's Union. All his orders are obeyed, so the belief is prevalent that he must have strong influences at the back of him. Some describe him as 'the Grandfather of the Revolution.'

BASKETBALL

The Coming League Season.

The Hongkong Basketball League consisting of the students in the various educational institutions in Hongkong and Kowloon is to begin next Monday. The Small Boys and Junior League games will be played on the playground of the Chinese Y.M.C.A.

The Open Basketball League will begin on March 1st, and the matches will be played on the Y.M.C.A. gymnasium floor. There are eight good teams entered, consisting of the following:—American Athletic Club, United Club, St. Joseph's College, St. Paul's College, Chinese Y.M.C.A., South China Recreation Club, Hongkong University and Queen's College. The games will be played on Tuesday and Friday evenings at 7.30 p.m. and 8.30 p.m., two games on each evening.

MME. LIANG AS HOSTESS.

Madame Liang and her daughter acted as hostesses at the dinner given in Peking on the 10th. instant, to the foreign diplomatic corps which was to have been presided over by the Premier. Some 70 guests were entertained while the remainder of the foreign representatives and their wives were to dine on Saturday night, with Madame Liang again acting as hostess in the absence of her husband. Premier Liang Shih-yi's absence was occasioned by the leave from official duties which has been granted him by the President and his consequent presence in Tientsin. Until almost the last moment it was not known in foreign circles whether Mr. Liang would return to Peking for this annual spring reception to foreign diplomats accredited to the Peking Government. It was said at the Foreign Office that this was the first time that a Chinese lady has ever presided at an official social function of this kind.

TO-DAY'S MISCELLANY.

The splendid mansion of the Brassey, near Battle, Sussex, Normanbury Court, built at enormous cost by the famous railway contractor, Mr. Thomas Brassey, father of the well-known Lord Brassey, whose only son was the second and last peer, is to become a girls' school. It has been rented for this purpose, and the great mansion should be an ideal spot for growing girlhood. Normanbury Court stands in a beautiful park with a nice lake, and the surrounding country is famous for its rural charm and climate. The sea is only five miles away, and from all the south front windows of the mansion the waters of the English Channel are visible.

As estates with romantic associations is to be sold—Lochnivar, a Galloway domain of nearly 10,000 acres in the midst of beautiful scenery. The property includes Lochnivar, one of the best lochs in the district, in which on an island are the remains of an old castle, once the stronghold of the Gordons, Knights of Lochnivar. The place is the scene of Lady Heron's song in "Marmion," and thither gallant "Young Lochnivar" brought his not unwilling Graham bride, as told by Lady Heron at the Court of James IV. Lochnivar was also the home of "Wat of Lochnivar," a hero of "The Men of the Moss Hags." The lairds of Lochnivar continued to belong to the Gordons until 1787, but they ultimately passed into the possession of the late Mr. R. A. Oswald, of Auchincruive, which fine Ayrshire property is also in the market, through that noted sportsman and racehorse owner's death last April.

When Princess Mary receives her greenstone wedding present from the New Zealanders resident in Great Britain she will be the second of their Majesties' children to possess a gift of this essentially New Zealand substance. The Prince of Wales, when on his Australasian tour, was presented with a handsome piece of the crystalline rock, enclosed in a special casket, with the expressed hope that it would bring him luck. It is now included in his Royal Highness's museum at St. James's Palace. Greenstone was at one time held in almost superstitious awe by the Maoris, it being regarded as an infallible bringer of good fortune. To receive a piece is the highest compliment a New Zealander can confer.

NOTICES.

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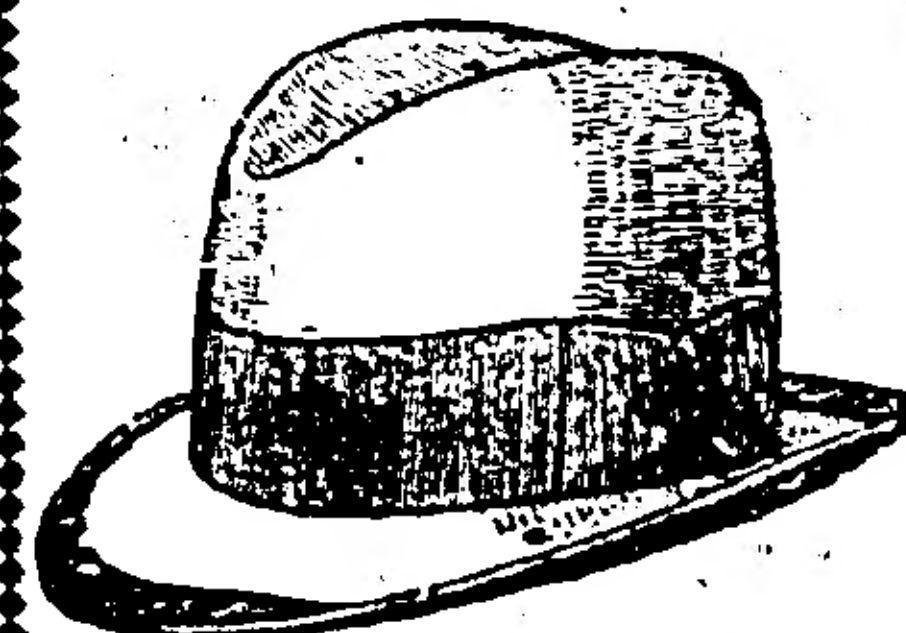
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TEL 2377.

LOCAL WEDDING.

Mr. H. L. Denny—Miss
S. M. Clarke.

A wedding of considerable interest to residents took place at St. John's Cathedral this afternoon. Mr. Henry Lardner Denny, a prominent member of the local legal fraternity, and Miss Sybil Mary Clarke, younger daughter of Capt. W. E. Clarke, late secretary of the Steamboat Company, being the contracting parties. An interesting feature of the wedding was that the two bridesmaids and the two pages are respective twins.

Mr. Denny is the second son of Mr. H. L. Denny, senr., and succeeded his father in the partnership in the firm of Messrs. Denny and Bowley when Mr. Denny, senr., retired from the firm a number of years ago. He is a grandson of the late Major General John Nisbett.

The ceremony, which was performed by the Rev. V. H. Copley Moyle, Chaplain of the Cathedral, took place in the presence of a large congregation which included many members of the legal fraternity. The bride was given away by her father Capt. W. E. Clarke. She was attended by the Misses Allison and Fairlie Nicholson, twin daughters of Mr. W. Nicholson, as bridesmaids, and by the twin sons of Mr. W. H. Bell, Masters Cyril and John, as pages. Mr. A. H. Crew was the "best man."

The bride wore a creation of ivory charmeuse and Bruxelles lace in bouquet des fleurs design, with pearl girdle and strings of pearls from shoulder to girdle and looped over lace. The train was

of charmeuse with insertion of the same lace, finished with bows of the tulle veil and sprays of orange blossom. The long veil of tulle was finished with Bruxelles lace and orange blossom. The bride's shoes were of charmeuse with pearl buckles. She wore a diamond pendant, the gift of the bridegroom.

The bridesmaids' dresses were of pink georgette and rosebud trimming, with sash of ribbon caught up with flowers. They wore Dutch caps of pink georgette trimmed with lace and rosebuds.

The service was fully choral, the hymns sung being "Now thank we all our God," "God be merciful unto us," and "O Perfect Love." The couple left the Cathedral to the strains of Mendelssohn's Wedding March.

At the reception subsequently held at the Hongkong Hotel, the couple received the congratulations of their many friends. The honeymoon will be spent at Baguio, P.I.

OLDEST DOCTOR DEAD.

Dr. William Gibson, aged 98, believed to be the oldest medical practitioner in the United Kingdom, died last month at Campbelltown, Argyleshire.

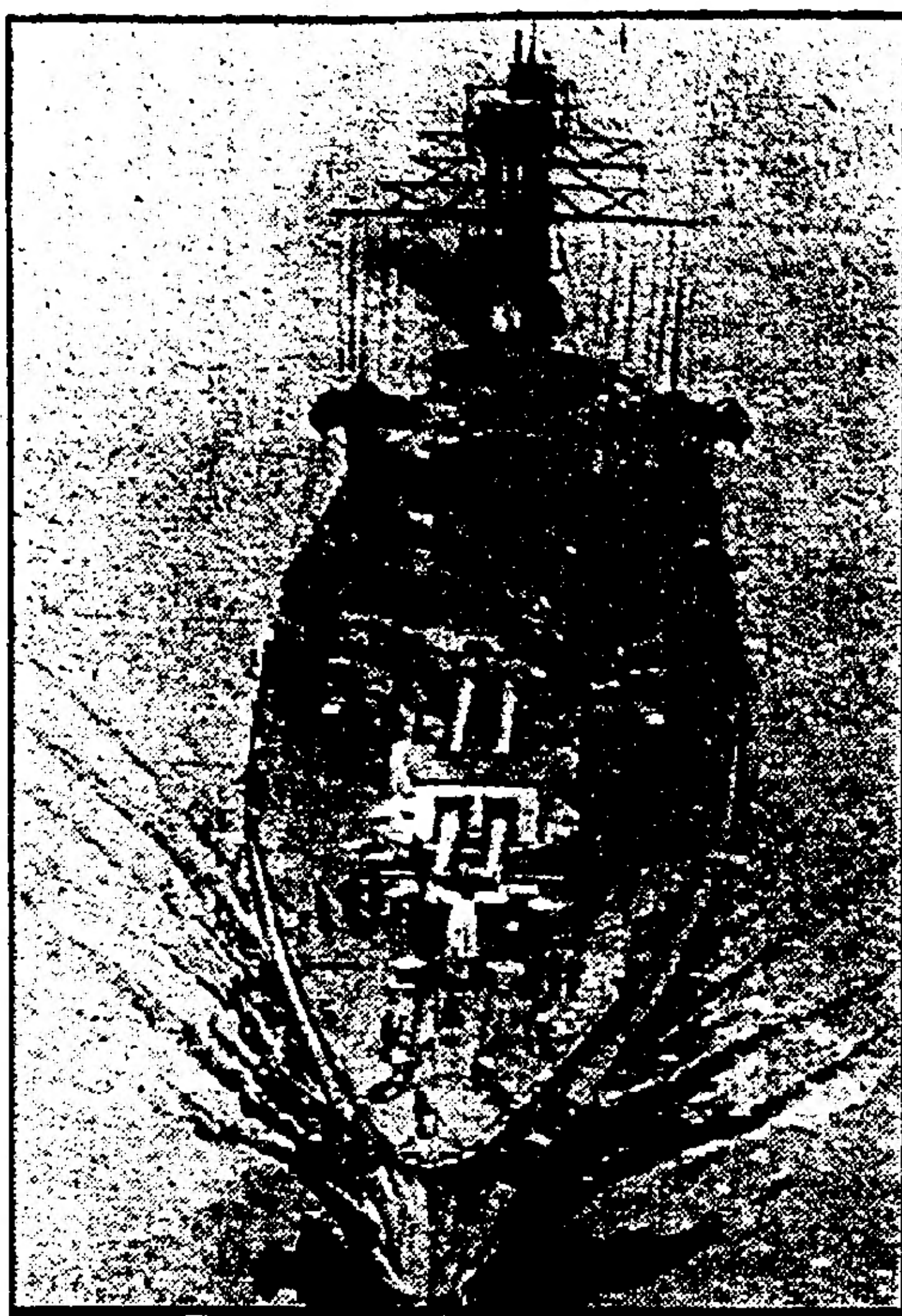
PRESIDENT HSU'S ADVICE.

Excellent advice to the officialdom of Peking was given by President Hsu Shih-chang at a reception. He urged them (1) to raise funds for the redemption of the Shantung Railway; (2) to reduce troops; (3) to reduce expenditure; (4) to hurry the Parliamentary elections; and (5) to be thrifty personally.

CAMERA NEWS



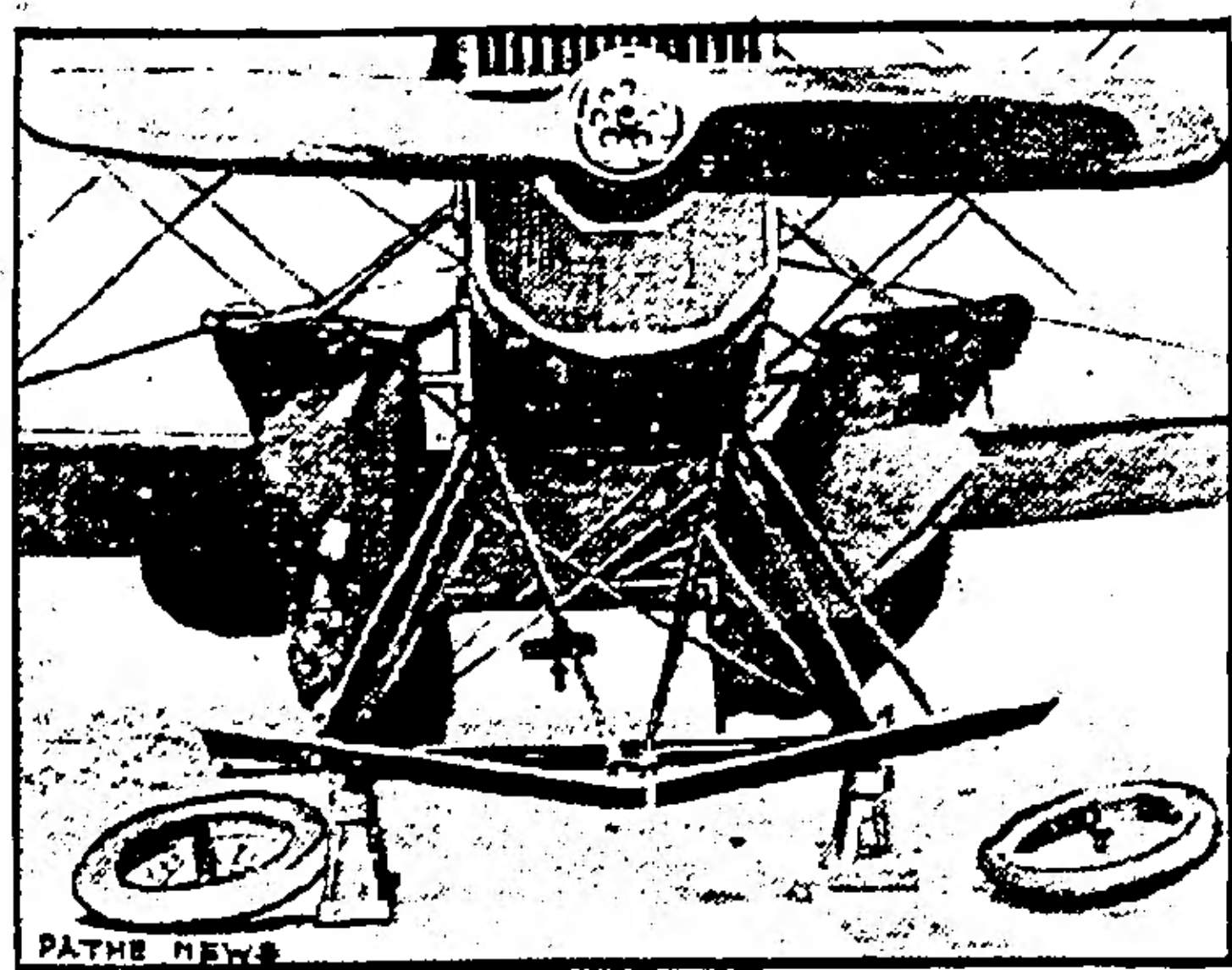
Types of the ingenious "Go Carts," which are used to teach the Dutch children to skate. They not only prevent the little novice from falling but save the teacher from being pulled down also.



Above is the U.S.S. Wyoming, flagship of the Atlantic Fleet, as she left the Brooklyn Navy Yard in command of Rear Admiral John D. McDonald.



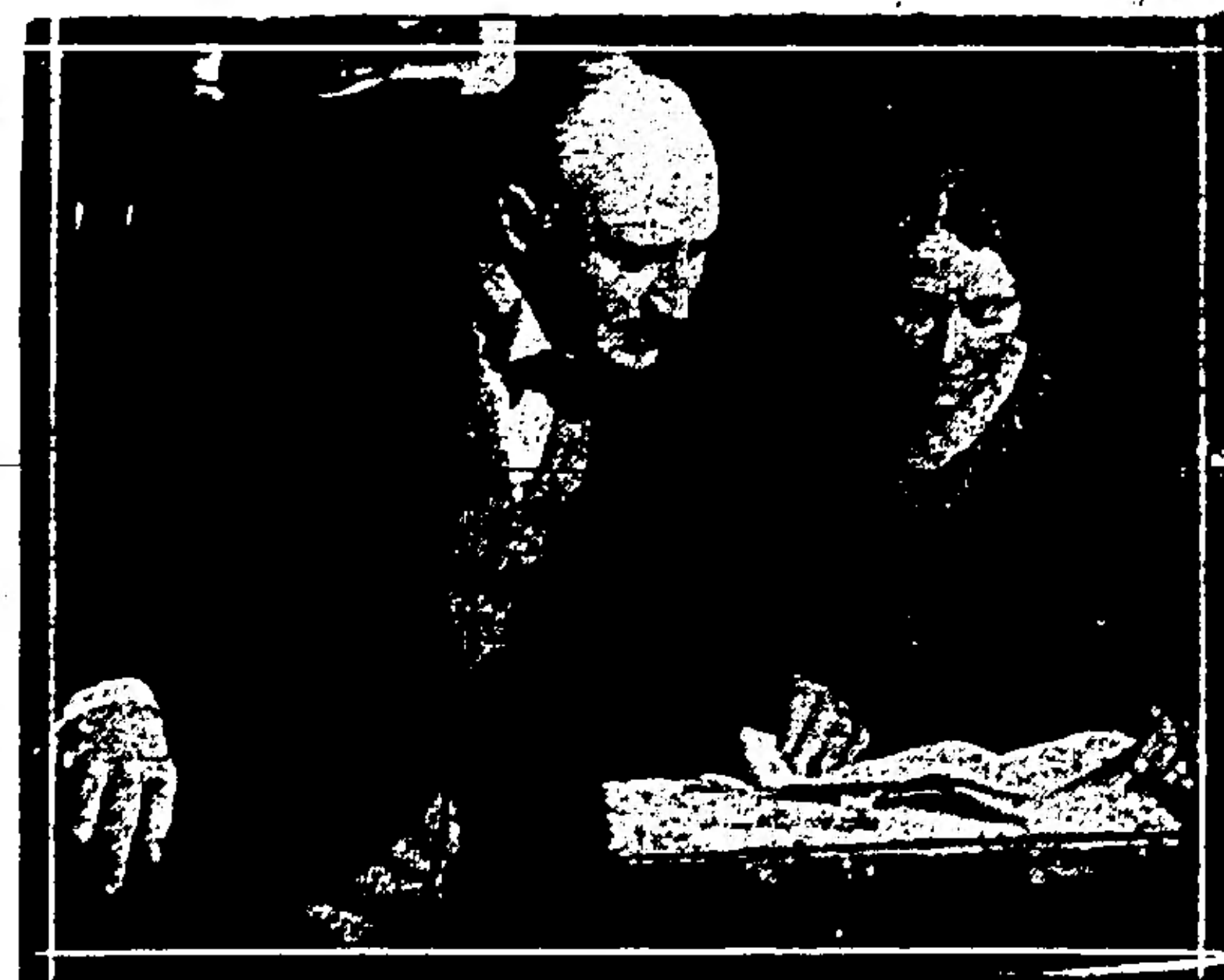
Juvenile swimmers, children of workers in the Panama Canal Zone, getting ready to dive from a big gun of the battleship Pennsylvania.



Did you ever wonder what would happen to an airplane if it were forced to land in the water? A San Francisco man has invented a device by which the pilot by moving a lever inflates bags under the wings and casts off the landing wheels. This converts the land plane into a seaplane.



A dramatic moment in the football match between California University and the Washington and Jefferson College of Pennsylvania. It was a pointless draw.

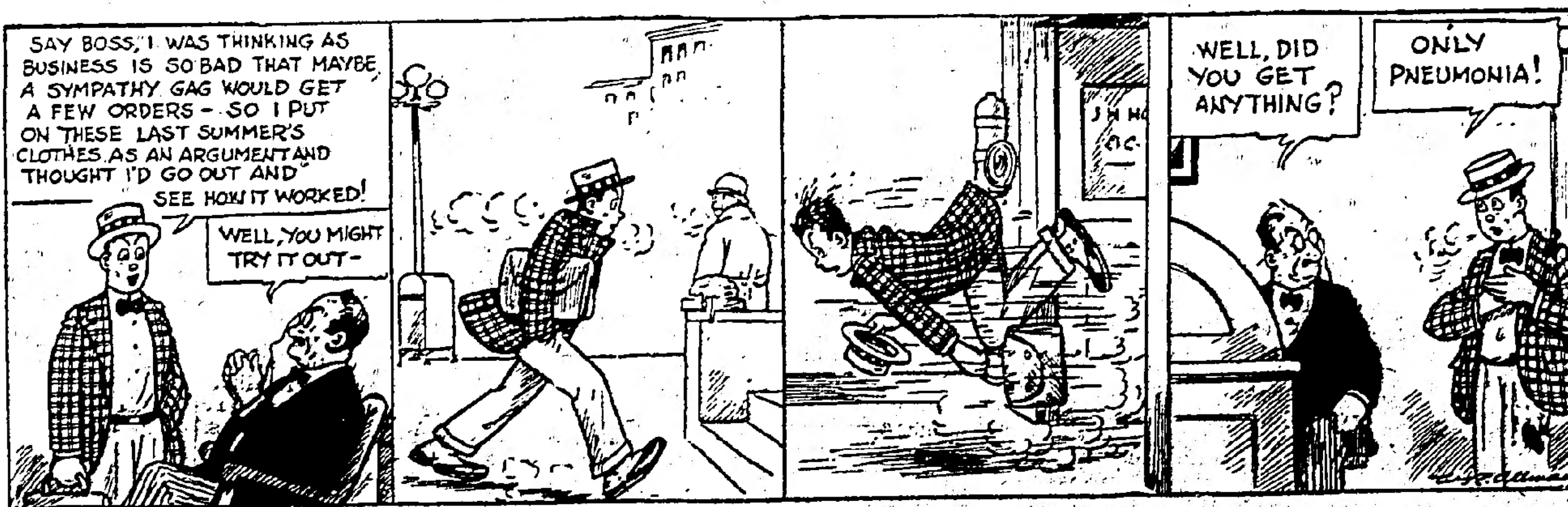


A new portrait snap of Sir Hamar and Lady Greenwood.

DOINGS OF THE DUFFS

They Try Anything Nowadays.

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Hongkong	Vancouver	Canada	England
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Empress of Asia	Mar. 25	Apr. 10	Apr. 28
Empress of Russia	Apr. 25	May 8	May 23
Empress of Asia	May 15	June 5	June 20
Empress of Russia	June 15	June 19	July 4
Empress of Asia	July 15	July 31	July 18
Empress of Russia	Aug. 15	Aug. 16	Aug. 29

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PERIA M.	9,000	Mar. 31.	SIBERIA M.	20,000	Apr. 24.
SHINYO M.	22,000	Mar. 8.	TENYO M.	22,000	May 1.

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Steamers	Leave Hongkong	Leave Yokohama
GINYO MARU	16,000...Mar. 1st	
ANYO MARU	18,500...Mar. 31st	
SEIYO MARU	14,000...May 15th	

Omit Manila.
For full information regarding passengers, freight, and sailings apply to—
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Steamers	For	Sailing on or about
ALUBA	Rotterdam, Amsterdam & Hamburg	9th Mar.
SAPAROA	Amsterdam, Rotterdam & Hamburg	1st Apr.
ROTH	Rotterdam, Amsterdam & Hamburg	10th May.

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Sails	From Hongkong	Arrive Seattle
S.S. Silver State	For Seattle	Mar. 9
S.S. Pinetree State	For Seattle	Mar. 23
S.S. Wenatchee	For Seattle	Apr. 6

MANILA SERVICE.

S.S. Silver State	Feb. 27.
S.S. Pinetree State	Mar. 13.
S.S. Wenatchee	Mar. 27.

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AMERICAN & MANCHURIAN LINE

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"NINGCHOW"	via Suez Canal	2nd March.
"AFK"	via Suez Canal	10th March.
"KABINGA"	via Suez Canal	20th March.

† Calls at Boston if sufficient inducement offers.
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Hongkong, Feb. 23, 1912.

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COMMERCIAL

COAL COSTS AND INDUSTRIAL PRICES.

For the ordinary industrial worker, a day's work consists of eight hours; the miner is bound by statute to a seven-hour day, and, whether this be regarded as a limitation or a privilege, the one by which no other class of worker is bound. When, in the seven-hour day for the mining industry was approved, the step meant that the general public—for since the approval was that of the Government—was representative of the will of the general public, added a eighth, or 12½ per cent. to the cost of coal for all purposes. The worker might be to produce in the seven hours, an amount equivalent to that which he had produced in eight hours, but this is a limit to human effort. As the good worker produces seven-eighths of what he had produced in the longer day, so a slack worker produced seven-eighths of his former production. There was an assumption at the outset that greater leisure would induce more strenuous working and so compensate; the statistics of output have demonstrated the opposite, and, as a net result, the measure, one-eighth has been added to the cost of coal to the consumer. Prior to the war, the price of best household coal at the pithead was in the neighbourhood of 13s per ton; add to this one-eighth, and the present cost should be 14s 7d, if current had the same value as in 1911. But, on the figures of the cost of living, 110 per cent. has to be added to the pre-war price, the representing the fall in the value of the pound note, on the latest figures—the pound of to-day is equivalent to 9s 6d of pre-war currency; 110 per cent. added to 14s 7d gives 30s 5.5d, which ought to be the present-day pithead cost of coal. In this is proof that coal is not the great deterrent to the revival of industry, as is commonly alleged. On the contrary the coalowners in concert with the men have devised a scheme of working which has brought production to such a point that with the above adjustments, the pre-war cost of production has been reached—a result which, as far as other great industries, the country has achieved. If the transport industry had done likewise, we should be a step nearer to recovery from industrial depression but rail costs on coal show in 200, 300 and even more per cent on pre-war rates and the rail ways of the country have not the justification of the seven-hour day for their enormously increased rates. One step further can be taken in the mining industry and that is the restoration of the pre-war eight-hour day. But this means one eighth of the cost of production could be taken off coal, and it is necessary for the sake of all industry that the change should be made. Beyond this, it is for other industries to set themselves in order and reduce production costs.—*Journal of Commerce.*

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DUNERA	5,400	3rd Mar.	S'pore, Col. B'bay
SICILIA	6,700	31st Mar.	M's, Lond. Bombay
KHIVA	9,000	15th Mar.	M's, Lond. Antwerp
DEVANHA	8,000	29th Mar.	M's, Lond. Antwerp

BRITISH INDIA-APCAR SAILINGS

ANUS	5,000	23rd Feb.	Singapore, Rangoon, Calcutta.
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EASTERN & AUSTRALIAN SAILINGS

EASTERN	4,000	6th Mar.	Manila, Thun, Townsville, Island, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	24th Feb.	Shanghai & Japan
DEVANHA	8,000	27 Feb. 10 a.m.	Shanghai, Moji & Japan

All dates are approximate and subject to alteration without notice.
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SUWA MARU ... Friday, 7th April, at 11 a.m.

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HARUNA MARU ... Friday, 3rd Mar. at 11 a.m.
KAMO MARU ... Friday, 17th Mar. at 11 a.m.

HAMBURG via LONDON, HULL & ROTTERDAM.

MATSUMOTO MARU ... Saturday, 18th February.
LIVERPOOL, via MARSEILLES.

TAMBA MARU ... Monday 13th March.

SYDNEY & MELBOURNE via Manila, etc.
TANGO MARU ... Tuesday, 21st Mar. at 11 a.m.

NIKKO MARU ... Tuesday, 18th Apr. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

NEW YORK via Suez.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU ... End of March.

BOMBAY via Singapore, Penang & Colombo.
TSURUGA MARU ... Thursday, 23rd Feb.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
NIKKO MARU ... Friday, 17th Mar. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ATSETA MARU ... Thursday, 2nd Mar. at 11 a.m.
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S.S. "TRACIA" Sailing end of March.

S.S. "MERANO" Sailing on or about 1st April.

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HOMEWARDS.

City of Simla 24th Mar. M's, L'don, R'dam & H'burg

City of Calcutta 26th Apr.

Subject to change without notice.

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M.V. "GLENARIFF"	2nd March.
"GLENUGLE"	17th March.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. GLENSHANE	25th Feb.	GENOA, M'LES, L'DON & H'BURG.
"GLENADE"	10th Mar.	GENOA, L'DON, H'BURG, A'WEEP.
"GLENAMOY"	24th Mar.	L'DON, R'DAM, H'BURG, A'WEEP.
"GLENARA"	2nd Apr.	GENOA, L'DON, R'DAM, H'BURG.
"GLENARIFFE"	18th Apr.	GENOA, L'DON, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3596

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuen-sang	Tues. 23rd Feb. at 3 p.m.
SHANGHAI	Wa-shing	" " at d'light
HAIPHONG via Hoibow	Lok-sang	" " at 10 a.m.
BANGKOK	Chun-sang	" " at 10 a.m.
SANDAKAN	Mausang	" " at noon
STRAITS & Calcutta	Fook-sang	" " at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fook-sang" will be despatched on or about Tuesday, 28th Feb., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

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JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Luchow	26th Feb.
TSINGTAO, WEIHAIWEI	Hulchow	" " "
CHEFOO & TIENSIN	" "	" " "
MANILA, CEBU & ILOILO	Taming	" " "
SHANGHAI	Chinhsu	23rd "
SHANGHAI	Fengtien	1st Mar.

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidstships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong Feb. 24, 1922.

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HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong...	W. C. Faremore ...	

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
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NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 5th Mar.

" MACASSAR MARU Sailing on or about 25th Mar.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 6th Mar.

" BORNEO MARU Sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI,
Manager.
Tel. No. 2206.
Second Floor, Prince's Building.

SHIPPING NEWS.

RECORD PASSAGE TO AUSTRALIA.

The New Zealand Shipping Co.'s Armagh (Commander Vint), has completed a record passage of 33½ days to Australia. After loading a general cargo from Manchester and Liverpool, she sailed from the latter port on the 26th. November, passed the Cape of Good Hope on the 13th. December, and arrived at Adelaide, South Australia, on Dec. 23. She was loaded at Liverpool by Messrs. Marwood and Robertson and Messrs. James Dowie and Co. The Armagh is a twin-screw geared turbine steamer of 14,100 tons d.w. capacity, built in 1917.

THE FLOATING EXHIBITION.

A correspondent writes to the *Journal of Commerce*: The prospects of the British Industry, floating exhibition ship, do not appear to be any the less rosy as one receives reports, both concerning her and concerning her rivals under foreign flags. The space on board the former U.S. liner St. Louis appears to have been booked in the most satisfactory manner, while the report of the short cruise of the Italian Royal Yacht *Triacria*, better known to the old timers in Liverpool as the National liner *America*, makes interesting reading. To begin with, very little trouble was taken on her conversion, as our Mediterranean allies had no desire to be forced into expending large sums on it, and in reconverting for her normal duties as the Royal Yacht. Thus, again, the voyage upon which she was sent was a short one, and of an experimental nature throughout, not many very promising selling centres being called upon in the course of the few weeks she was away. Yet the hundred and fifty exhibitors who had small stalls on board report that they come home with orders for goods, amounting to fifty million lire, without taking into any consideration the indirect and "follow-on" orders which are bound to result. If this could be done by means improvised in such haste, it is not unreasonable to be optimistic of the chances of a ship which is specially designed for her purpose by some of the best men in the country, and which is being sent out with every detail thought out with all possible care beforehand.

AMERICAN SHIPBUILDING.

Conflicting accounts as to the state of shipbuilding in America are given in the two following reports. It is curious that the English paper represents American shipbuilding as being in a flourishing state, while the American journal does the opposite. The statement that only 45 merchant vessels of 341,134 tons were building in American shipyards on December 1 does not, says *Nauticus*, "fully of itself illustrate the extent of the depression in the shipbuilding industry, for among the vessels reported as building are hulls which have been completed for some time as far as structural work is concerned and which remain undelivered, owing to fitting-out work being unfinished, but which would have left the yards long ago were the owners anxious to have the boats. It is reported that several vessels completed months ago have not turned their wheels since the trial trip. More shipyards are turning their attention to structural engineering work. So far the *N.Y. Times* publication. Now for the London one. It is significant, says *Lloyd's List*, that statistics just to hand from a large American shipbuilding yard should show remarkable activity during the current year (1921). It appears that the total output this year up to the date of the return of the Bethlehem Shipbuilding Corporation, Ltd., is 306,506 tons gross. This is nearly equal to the total output for 1920—the period when the boom in the industry was at its height in this country—of three of the largest of our own shipbuilding firms—namely, Messrs. Harland & Wolff, 31 vessels of a gross tonnage of 152,015; Messrs. Swan, Hunter & Wigham Richardson, 17 vessels of 99,255 gross tonnage and the Furness Shipbuilding Company, 13 vessels of 72,660 gross tonnage. The output of the American firm is made up as follows:—24 tankers of 173,166 tons gross, 5 passenger vessels of 70,615 tons gross, 9 cargo vessels of 38,957 tons gross, 20 warships of 23,758 tons gross. In addition, there are still under construction 23 war vessels with a gross tonnage of 124,400, as well as four cargo vessels whose tonnage is not specified. Thus it will be seen that the output of tanker tonnage alone by the American company was more than that of the total production of the United Kingdom firm which executed the greatest number of orders, all told, in 1920.

Proprietor, by Alfred Morley at
Victoria, Hongkong.